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THE LITERARY DIGEST

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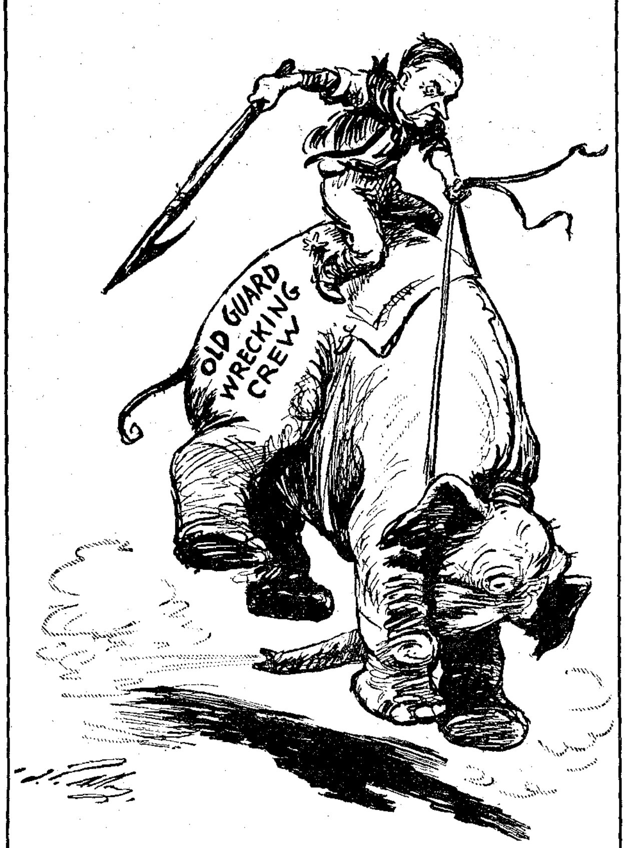
TOPICS - OF - THE - DAY

(This title registered in U. S. Patent Office)

COOLIDGE'S REBELLIOUS FOLLOWERS

THE STRANGE SIGHT of a party leader and Presidential nominee whose party majority in Congress has done everything he didn't want done, and refused to do everything he wanted done, is rendered stranger by the fact that the success of the party in the fall elections hinges upon its support of this same chief. "It is clear to every one that if the Republican party is successful at the polls this year, success will be due almost wholly to the leadership of President Coolidge and the faith the people have in him," declares the independent Kansas City *Star*, which characterizes the party's record in Congress as "a bad record" and is curious to know "how those Republican Senators and Representatives who have opposed the Coolidge policies and have voted to override his vetoes can say anything for the party candidate without condemning themselves." Nor was this Republican opposition in Congress, we are reminded, confined to the insurgent left, or radical, wing of the party. "To the blindest of partizans it should now be evident that President Coolidge has no control of his party," remarks another independent paper, the Milwaukee *Journal*, noting especially the defiance of the President by Henry Cabot Lodge, regular Republican leader in the Senate, on such issues as the bonus, the Bursum bill, the World Court, and Japanese exclusion. "The captains on his staff listen to his commands and then do as they please," adds this Wisconsin daily, which thinks that Republican leadership "is still in the hands of the Old Guard." "The G. O. P. must take sides one way or another—either with the President and against Congress, or with Congress and against the President," avers the independent St. Joseph *News-Press*, which is convinced that there is "no half-way ground." This paradoxical situation moves a facetious Democratic correspondent in Washington to suggest that the Republican Convention in Cleveland should have divided itself into two sessions, "one to nominate President Coolidge and point with pride to the Administration's record with its vetoes, and the other to condemn the President and his vetoes and point with pride to the record of the Republican majority in Congress." And the Democratic Atlanta *Journal* remarks that "for sheer irony the situation has no counterpart in American politics."



RIDE HIM, CAL!

—Alley in the Memphis *Commercial Appeal.*

What are the chief items in the legislative record of the late Congress which encourage some Democratic papers, including the New York *Evening World*, to rate President Coolidge's leadership as zero? This question is answered by Robert Barry in a Washington dispatch to the New York *Evening Post*, from which we quote. The sentences in italics under each heading are from President Coolidge's message to Congress on December 7, while those in ordinary type tell how Congress responded:

PLEA FOR WORLD COURT

"*I commend it* [*the Harding-Hughes proposal*] *to the favorable consideration of the Senate.*"

The Republicans on the Committee on Foreign Relations, led by Senators Lodge of Massachusetts and Pepper of Pennsylvania, scrapped the President's plan and reported a compromise which he spurned in his Memorial Day address at Arlington as unworthy of America.

APPROVED MELLON PLAN

"*A proposed plan has been presented by the Secretary of the Treasury which has my unqualified approval.*"

Congress rejected the Mellon plan and enacted the Simmons-Longworth compromise bill. Mr. Coolidge was forsaken by his own party leaders in both Houses on the tax issue. He has announced he will continue the fight.

AGAINST SOLDIERS' BONUS

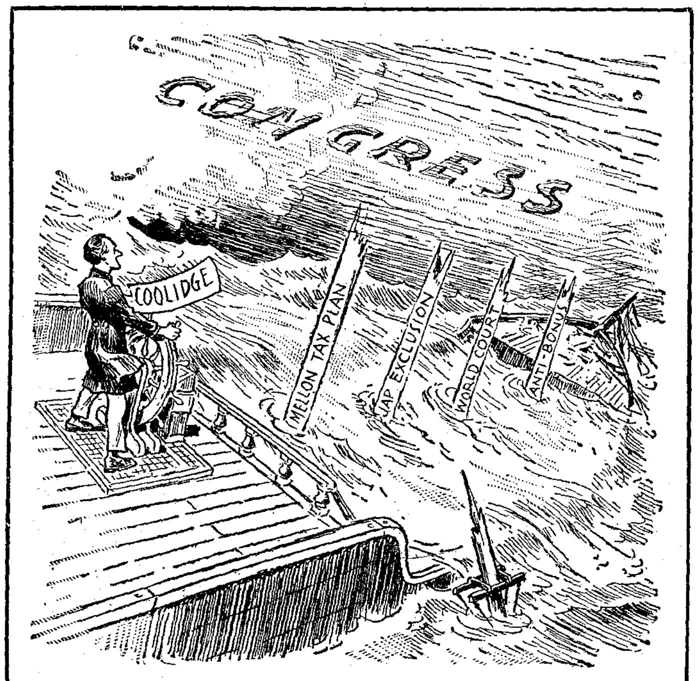
"*I do not favor the granting of a bonus.*"

Congress dropt the cash payment plan which President Harding vetoed and enacted a paid-up insurance plan. The President disapproved of that. His veto was overriden in both House and Senate. Representative Longworth and Senator Lodge, Republican floor leaders in House and Senate, and other Administration "high lights" were in opposition to the President.

FOR BUDGET ECONOMY

"*This* [*the budget*] *system is a law of the Congress. It represents your will. It must be maintained and ought to be strengthened by the example of your observance.*"

Congress enacted the Bursum Pension Increase bill, to take $425,000,000; the President vetoed it; they sustained him by the



THE TYPHOON

—De Mar in the Philadelphia *Record*.

narrow margin of one vote, that vote having been switched by Senator Harrold at the last moment.

Both Houses have passed the Postal Salaries Increase bill, in spite of the known opposition of the White House. That it can not become a law at this session is assured, but the overwhelming vote for it in both bodies was indicative of Congressional response to the President's plea for economy.

SELECTIVE IMMIGRATION

"*It is necessary to continue a policy of restricted immigration. It would be well to make such immigration of a selective nature with some inspection at the source upon the record of naturalization.*"

Congress responded to that recommendation by the President. A drastic restriction—2 per cent. of 1890 census—was put through with his approval. In doing that, however, Congress overrode the White House and the Department of State by incorporation of a legislative provision for exclusion of Japanese, giving rise to a serious situation in the friendly relations between Washington and Tokyo."

But where do the Republican voters stand—with President Coolidge, or with his party leaders in Congress? With Coolidge, if we are to accept the almost unanimous testimony of the Republican delegates and the Republican press. "So far every reaction from the country, in all the fights between President Coolidge and the Senate, has shown the country is behind Coolidge and is not inclined to follow the Republican Senate leaders on anything," says Carter Field in a Washington dispatch to the Republican New York *Herald Tribune;* and a New York correspondent of the Democratic New Orleans *Times-Picayune* avers that "as things now stand the Democratic party is not afraid of the Republican party, but it is afraid of Coolidge." "The public is not looking for a leader of the Republican party. It is looking for a good President," declares the Independent Republican St. Paul *Dispatch.* "That the masses of the Republican party are with Mr. Coolidge is scarcely to be doubted, in view of the unanimity with which they have declared for his renomination," says the Republican Minneapolis *Journal.* The voters and the party leaders outside of Congress "have rallied to Mr. Coolidge as they have seldom rallied to any President," says the New York *Herald Tribune*, which adds that "even the Congressional deserters" favored his renomination. His strength with the people, explains the Republican New York *Sun*, is due to the popular conviction that he "stands impregnably for the highest standards of public life and public office." "To use a commercial phrase," writes the Philadelphia *Evening Public Ledger* (Ind.), "the country has discovered that Coolidge's stock is not in the show-windows, but that it is sufficient to meet all demands on it."

In support of their assertion that the Republican party is with President Coolidge rather than with its leaders in the Congress, many papers call attention to the rebukes administered to Senator Lodge in Massachusetts, Senator Dale in Vermont, and Senator Capper in Kansas, for their votes to override the President's veto of the Bonus bill. A poll taken by the Boston *Herald*, as to whether Lodge or Coolidge was right on the bonus question, resulted in an avalanche of votes for Coolidge, and scarcely any for Lodge. Says the independent St. Louis *Globe-Democrat:*

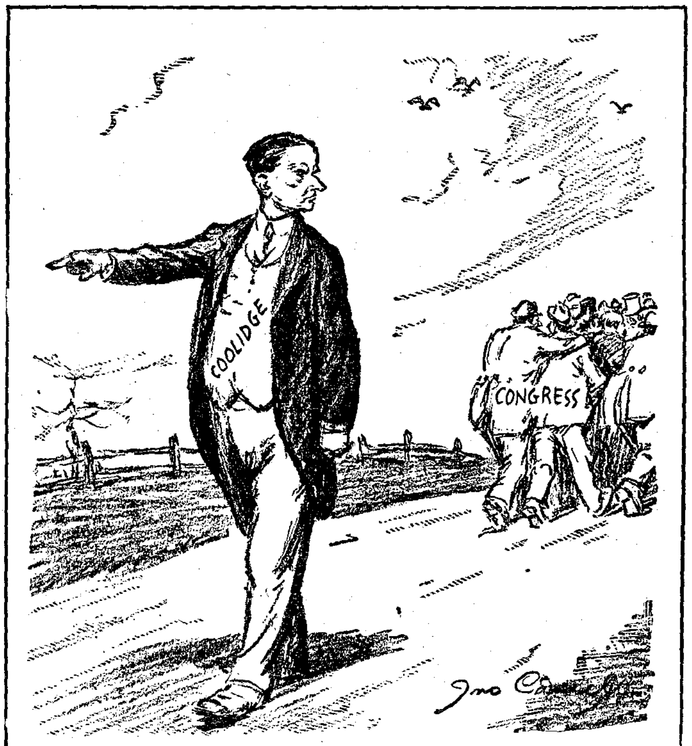
"To realize the significance of this it is necessary to remember that Lodge is and has long been Republican leader of the Senate. He is the oldest member of that body in point of service. For over thirty years he has represented Massachusetts in the Senate. At every Republican national convention for a quarter of a century, except 1912, he has been in a post of leadership. Yet with all that record no man is now so vigorously condemned, not only in Massachusetts but throughout the nation, as is Senator Lodge, because of his antagonism to President Coolidge.

"And it is clear that the obloquy that falls upon him falls upon all of the Republicans who have opposed the President. The people generally are with Coolidge. They have confidence in his integrity, his common sense and his sincerity. Obviously, Congress has been mistaken in the attitude of the people in regard to the bonus and other measures, and the Republican members, at least, are going to find it hard to explain their conduct.

"The people are sick of Congressional inefficiency and turmoil, they are sick of the lack of cohesion and purpose, they are sick of the Senate's usurpation of the control of foreign affairs, sick of the domination by blocs and cliques, sick of its mistakes and its failures; and whether they elect a Republican or a Democrat to the Presidency they are going to demand that there be a leadership in the White House, and that that leadership shall have the support of the majority in Congress, so that constructive legislation can be deliberately and wisely planned and carried through, and that the administration of government be placed again upon the basis contemplated by the Constitution."

The independent Fargo (N. D.) *Tribune* undertakes to explain "the case of Senator Lodge" as follows:

"Behind the Senate's vote to override the President's veto of the soldier bonus bill is an interesting party fight, precipitated by



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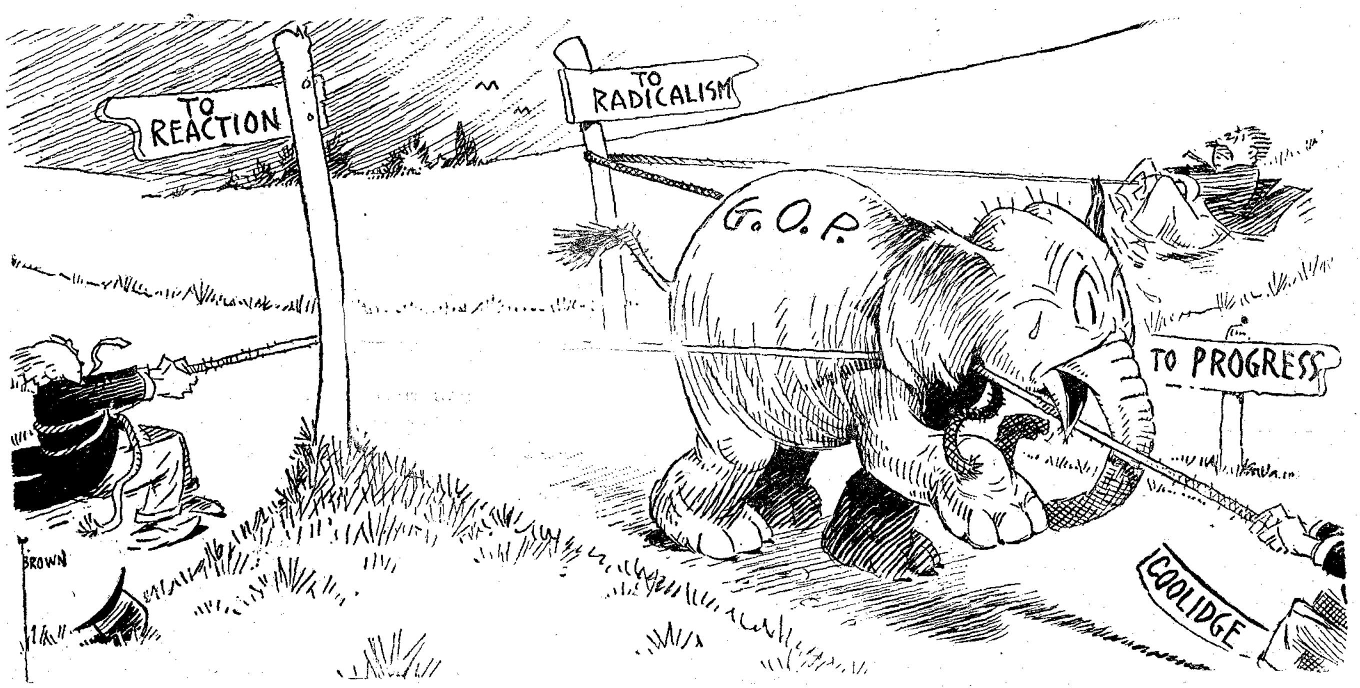
THE LEADER

—Cassel in the New York *Evening World*.



EMBARRASSING FOR THE ELEPHANT

—Brown in the Chicago *Daily News*.

Henry Cabot Lodge and the older leaders of the Republican party. This fight has for its sole object the subordination of the President. Lodge proposes, if possible, to make Mr. Coolidge a figurehead.

"It simply is a case of an elder politician, not overscrupulous in his methods, resenting leadership from another and younger man."

Senator Porter S. Dale and Representative E. W. Gibson of Vermont were formally censured by the Republican State Convention for their votes to override the bonus veto. Such action on the part of a State Convention, several papers agree, is "almost unprecedented." Turning to the case of Senator Capper, we learn from the dispatches that when he sent his nomination papers this year as usual to Mr. Charles Lamer, of Salina, to be put in order and filed, Mr. Lamer replied in part as follows:

"I am returning your nomination papers. It looks as if you are trying to buy votes with our money when you support the Bonus bill far enough to override the President. . . . Quite a few Salina business men thought you probably were intending to withdraw from the party, as you have not been supporting the President in any of his major policies. . . . President Coolidge's policies and yours appear to be exactly opposite. I believe we should send a Senator from Kansas this fall who would be more likely to follow the wishes of his party, and, at least, will try to cooperate on some measures with President Coolidge, who, we all believe, will be our next President."

Coming to the defense of Senator Capper in his Emporia *Gazette* (Rep.), William Allen White writes:

"The Wall Street crowd and its Kansas messengers, the whole outfit of little brothers of the big rich in Kansas, are out demanding the defeat of Capper. They are condemning his party regularity."

The reason why the Wall Street crowd is after Capper is because he and his kind are trying to make great aggregates of capital pay for their share in the maintenance of government; pay their share of taxes, and get off the back of the rest of us."

President Coolidge, according to a Washington correspondent to the Democratic New York *Times*, "intends to fight the element in his party which has ignored his recommendations on the World Court, the bonus and the Bursum bill." In this he will apparently have the sympathy of a part at least of the Republican press, to judge by the tone of an editorial in the Republican Chicago *Post* headed "Put None But Coolidge Men on Guard!" from which we quote as follows:

"If Coolidge is to go back to the White House, as we trust he may, he should go back with a following in Congress which represents the faith of the people in his leadership. It would be better to give him Democratic majorities in Senate and House, or to return a Democratic administration from the Presidency down, than to elect him with the mockery of a nominally Republican Congress so mongrel in its make-up as to be wholly unreliable.

"The Republican party, if it is to serve the country, must have leadership. There has been no leadership in Congress; there has been no capacity for leadership displayed. The leadership of the White House has been rejected by a leaderless Congress, but indorsed by the voters. Calvin Coolidge is the only man in sight who offers the party a leadership which can be followed with confidence. This campaign must make him leader, and that can be accomplished only as those who have betrayed his policies and deserted his standard are repudiated by the rank and file."

The attitude of those Democratic papers which are equally distrustful of President Coolidge and his party leaders in Congress is represented by the following editorial expressions in the Raleigh *News and Observer:*

"The propaganda to make Coolidge better than his party is well greased and well oiled. Nobody connected with oil and other scandals is against Coolidge. In fact, Daugherty and Denby are both Coolidge delegates, and Doheny and Sinclair and McLean and Burns and all the gang are *for* Coolidge and *against* Congress. Naturally Coolidge has done nothing to clean up the mess or punish crooks. He made no move until forced to do so by Congress.

"Congress and Mellon and Privilege are the trinity and can not be separated.

"It is Coolidge's stand for Mellon that the people will rebuke, and not the refusal of Congress to stand by the tax bill for the benefit of the millionaries and profiteers.

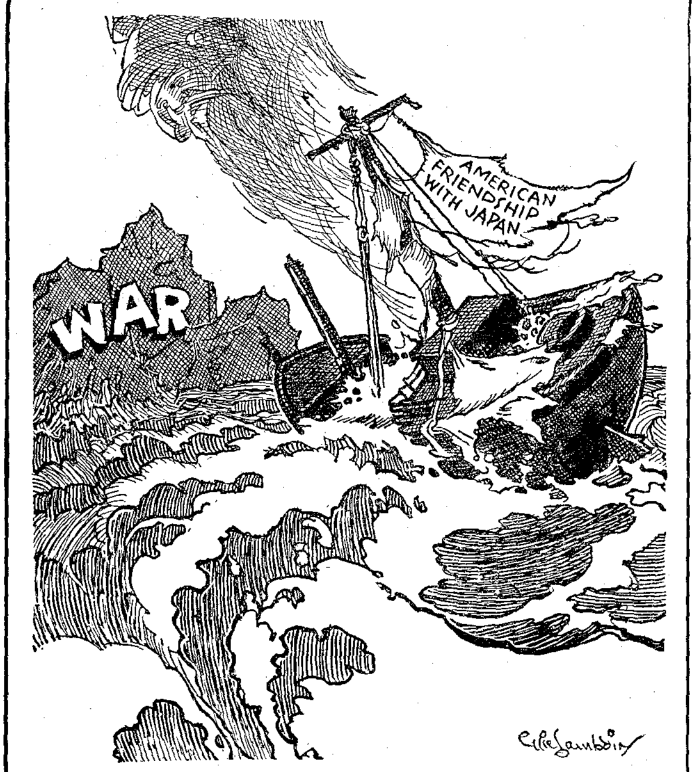
"The propaganda, well oiled from Teapot Dome and by other people who can not see anything wrong in privilege, might have worked three months ago. The public now understands the underlying motives. Coolidge can not win by condemning those Congressmen who opposed Mellonism."

Discussing "the mystery of the President and Congress" the Republican Springfield *Union* reminds us that party leaders in Congress have never liked a strong President, and goes on to say:

"It is not because President Coolidge is weak, but because he has a mind of his own that Congress does not rally to him as do the people. It is because he has a determination to uphold the Constitutional authority of the Executive and to guard it from congressional encroachment that he is more liked by the people than by leaders in Congress."

JAPANESE WRATH AT EXCLUSION

HARA-KIRI, THE JAPANESE FORM of honorable suicide, has been committed by several subjects of the Mikado, as a protest against enactment of the immigration law excluding Japanese from the United States, since the passage of the bill by the Senate late in May. And while Americans might look upon such a ritual as absurd or even pathetic, a New York *Times* editorial writer informs us that the self-disembowelment of an unknown Japanese near the ruins of the American Embassy at Tokyo will have an entirely different effect upon Japanese sentiment. Already the Nippon Government had sent a "solemn protest" to Washington against the exclusion provision of the Immigration Law. In fact, observes the Dallas *News,* "it is scarcely to be supposed that any country would have let the incident pass without protest." Moreover, this paper remarks, "following the action of Congress in tearing up the 'gentlemen's agreement,' made in the day of Roosevelt, Ambassadors Hanihara and Woods are going home. It is true that in neither instance is the retirement set down formally as having anything to do with Japanese exclusion, but it is generally known that both diplomats are thoroughly disgusted with the course of events, and consider that their respective terms of usefulness are over."



DRIFTING ON THE ROCKS
—Lambdin in the Syracuse *Herald.*

In many other ways, we might add here before taking up the official protest against exclusion, Japanese citizens are showing how keenly they feel the "slight" put upon them. We learn from Tokyo dispatches that many stores in the city display signs reading "No American Goods Sold Here"; that there is a movement throughout the island Kingdom to boycott American goods; that one engineer estimates the loss in business to his firm within the past two weeks at a million dollars; that the "jingo" press of Japan, backed by politicians, groups of ex-service men, and retired officers of the Army and Navy, are busily intensifying the anti-American feeling engendered by the passage of the exclusion clause of the Immigration bill; and that various associations are demanding the withdrawal of American missionaries from certain districts. Finally, we are told by a Tokyo correspondent of the Chicago *Tribune,* four imperial Princesses of Japan visited the aviation field where the American round-the-world airplanes were housed without either meeting the Army Air Service pilots or seeing their machines. Nor did the Prince Regent receive the American airmen in audience during their stay in Tokyo, altho it had been widely announced in the Japanese press that he would do so. In fact, as one Eastern editor remarks, "the short-sighted action of Congress has played 'hob' with our social and business relations with Japan." In his opinion, the object was to "put Coolidge in a hole, as far as Pacific Coast States are concerned."

According to Wilfrid Fleisher, Tokyo correspondent of the New York *Times:*

> "Since the United States has denounced the 'gentlemen's agreement' Japan feels that there is no further obligation on her part to continue to observe any of the provisions of the agreement, which, besides limiting Japanese emigration to the United States, undertook to exercise 'strict control over the emigration of Japanese laborers to foreign territories contiguous to the United States in order to prevent their surreptitious entry into the United States.'"

The protest referred to by this correspondent, which was delivered to Secretary of State Hughes by Ambassador Hanihara May 31, reads in part as follows:

> "Throughout these negotiations (the Treaty of 1911) one of the chief preoccupations of the Japanese Government was to protect their nationals from discriminatory immigration legislation in the United States. That position of Japan was fully understood and appreciated by the American Government and it was with these considerations in view that the existing treaty was signed and the exchange of its ratifications effected. In this situation, while reserving for another occasion the presentation of the question of legal technicality, whether and how far the provisions of Section 13 (C) of the Immigration act of 1924 are inconsistent with the terms of the Treaty of 1911, the Japanese Government desires now to point out that the new legislation is in entire disregard of the spirit and circumstances that underlie the conclusion of the treaty.
>
> "With regard to the so-called 'gentlemen's agreement,' it will be recalled that it was designed, on the one hand, to meet the actual requirements of the situation as perceived by the American Government concerning Japanese immigration, and on the other, to provide against the possible demand in the United States for a statutory exclusion which would offend the just susceptibilities of the Japanese people. The arrangement came into force in 1908. Its efficiency has been proved in fact.
>
> "Unfortunately, however, the sweeping provisions of the new act, clearly indicative of discrimination against Japanese, have made it impossible for Japan to continue the undertaking assumed under the 'gentlemen's agreement.' An understanding of friendly cooperation reached after long and comprehensive discussions between the Japanese and American Governments has thus been abruptly overthrown by legislative action on the part of the United States. The patient, loyal and scrupulous observance by Japan for more than sixteen years of these self-denying regulations, in the interest of good relations between the two countries, now seems to have been wasted.
>
> "It is not denied that, fundamentally speaking, it lies within the inherent sovereign power of each State to limit and control immigration to its own domains, but when, in the exercise of such right, an evident injustice is done to a foreign nation in disregard of its proper self-respect, of international understandings or of ordinary rules of comity, the question necessarily assumes an aspect which justifies diplomacy discussion and adjustment.
>
> "Accordingly, the Japanese Government consider it their duty to maintain and to place on record their solemn protest against the discriminatory clause in Section 13 C of the Immigration Act of 1924 and to request the American Government to take all possible and suitable measures for the removal of such discrimination."

"This protest is restrained and dignified," thinks the Philadelphia *Public Ledger.* "It is the voice of a friend protesting against an unfriendly action, and a note of sorrow and hurt pride runs through this legal argument." Continues *The Ledger:*

> "We are reminded that the Treaty of 1911 gave 'liberty of entry, travel and residence' to the peoples of both nations and

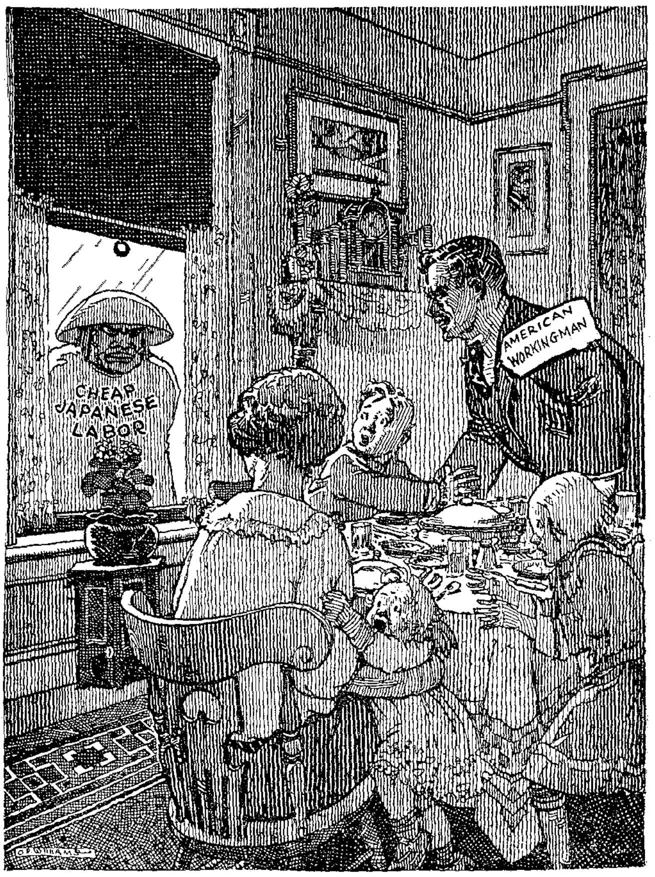
> that this has been supplemented fully and satisfactorily by the 'gentlemen's agreement.' We are told that all the friendly efforts of the last sixteen years have been wasted. We are shown, what every one in America knew, that we were needlessly outraging Japanese pride. Japan has been willing, and still is, to revise the 'gentlemen's agreement' and further reduce the number of her nationals coming to America. She does not challenge our right to make our own immigration policy, but she reminds us that other nations have rights and other peoples have pride.
>
> "She does challenge an action that has lowered her prestige in the Far East, where prestige is vital."

"The Japanese protest is the understandable act of a proud nation," agrees the Hartford *Times.* "It is not based upon any theory that Japan has a right to dictate our domestic policies. It is a plea for fair treatment." "The protest is in excellent spirit and not wanting in force of argument," notes the New York *World,* "and there is no adequate reply to be made to it." As the Chicago *Journal* puts it:

> "Leaving aside all the rhetoric and bombast which seem to befog the question on the other side of the Pacific, Japanese leaders have pinned their case to a contention that does not lack merit. They have what is virtually a treaty with this country, the so-called 'gentlemen's agreement.' The law just passed by Congress and signed by the President tears up that agreement. A bargain between two Powers is nullified by the legislature of one of them. Any nation might object to that."

"While it is improbable that Japan can show that there is any inconsistency with the express terms of the Treaty of 1911, a matter it reserves for future consideration, there appears to be much justice in its claim that the new legislation is entirely out of harmony with its spirit and with the circumstances under which it was concluded," believes the St. Louis *Globe-Democrat.* And it is clear to the Norfolk *Virginian-Pilot* that—

> "The healing of the Japanese wound, if, indeed, it is ever healed, will be a slow and delicate process. It will require all the diplomatic talent that we can muster."



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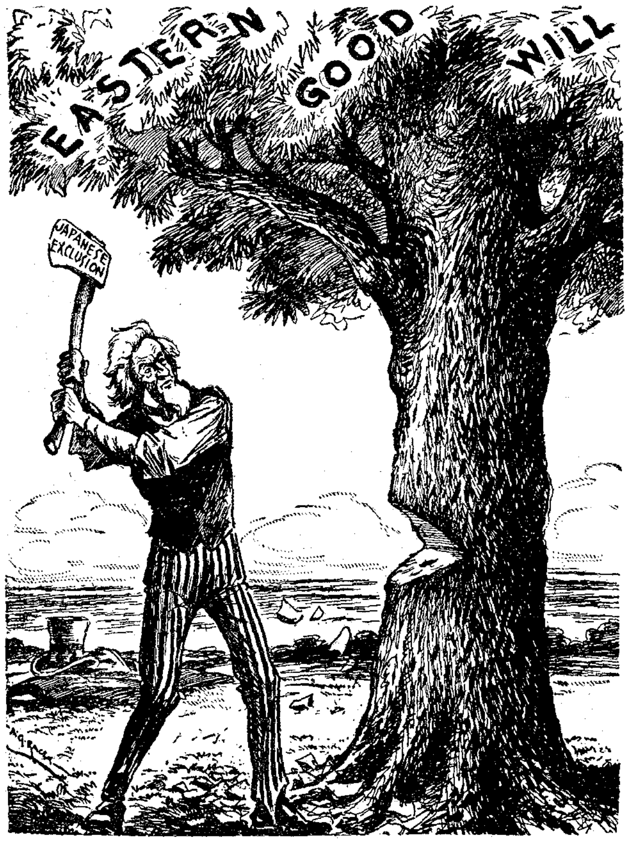
THE FACE AT THE WINDOW

—Williams in the New York *American.*



PUZZLING

Why is it that a man will plant, care for, and cultivate a beautiful tree, and then in a moment chop down and destroy it?

—Racey in the Montreal *Star.*

Col. George Harvey, who on June 1 assumed editorial direction of the Washington *Post,* is of the opinion that, once Congress had passed the Immigration bill, President Coolidge could not disapprove it. And, rather caustically remarks the Brooklyn *Citizen:*

> "From the Coolidge-Harvey point of view, this is correct, for if the President had vetoed the bill he certainly would have lost all chance of carrying the Pacific Coast States. On the other hand, if the President had placed the interests of his country above his personal interests, he would have vetoed the bill. Roosevelt, Cleveland, Wilson, under similar circumstances, would have done this very thing.
>
> "The Japanese crisis can not be whistled down the wind. It is real and serious. Every cable from Tokyo proves that Japanese resentment is increasing and the Nationalists spirit is gaining in volume. The action of a nameless Japanese citizen in immolating himself at the ruins of the American Embassy was an act of unselfish patriotism designed to rouse the martial spirit of the nation. This act, even more than the protest registered by the Japanese Cabinet, reflects Japanese opinion.
>
> "The question which confronts the Government is what can be done to heal the wound inflicted by Congress and the President? There is only one way to placate Japan, and that would be by a new bill rescinding the exclusion clause in the new immigration law."

In the opinion of the Brooklyn *Times,* however, "the Japanese protest must be taken with a grain of salt." "It carries no threat or diplomatic weight, but merely places Japan formally on record as objecting to our action," explains the El Paso *Times.* From Tokyo dispatches, notes the Milwaukee *Journal,* "one might think that the entire Japanese nation is in a stew over the exclusion clause of our Immigration Law. But it must be remembered that cablegrams touch only the high lights of a situation." "On merely technical and legal grounds," maintains the New York *Times,* "Japan's 'solemn protest' is not able to make out a conclusive case." The Louisville *Courier-Journal* finds the protest "rambling," "irrelevant" in spots, and "more controversial than convincing." And this Southern paper goes on:

> "Apparently, it lacks the quality, usually characteristic of Japanese diplomatic communications, that resolves complicated problems into simple terms and concentrates attention upon one distinct, definite point. For the first time in its relations with the American Government, the Government of Japan seems to ramble, or, if not exactly to ramble, to engage in controversy touching considerations that might be called irrelevant to the main question.
>
> "In substance as well as in temper this Hanihara note indicates that the Government that issues it is not quite sure its position is impregnable. One unmistakable impression left upon any one who carefully reads it is that it has been prepared by a Government that has failed, thus far at least, to see its way through the difficult and delicate situation that has prompted the transmission of its protest.
>
> "The simple truth is that the Government at Tokyo is confronted by the insuperable logic of the American Government's reasoning, namely, that each nation, in its sovereign capacity, has the right to regulate, as it may see fit, its domestic affairs."

It is difficult for the Indianapolis *News* to see "how the protest can accomplish anything." For, points out *The Courier-Journal* in another editorial, "Congress had the right to enact the Immigration Law." "No treaty has been violated," asserts the Washington *Post*, altho it admits that Congress is guilty of an exhibition of ill-manners. Nevertheless, avers *The Post:*

> "The United States Government has acted in obedience to the national will in excluding Japanese immigrants. However unfortunate the method employed, it is an act that can not be undone, and it is a policy that will not be modified, no matter how serious may be the interruption of good relations between the two countries. The continued influx of Japanese into the United States would be intolerable, and would lead to grave consequences."

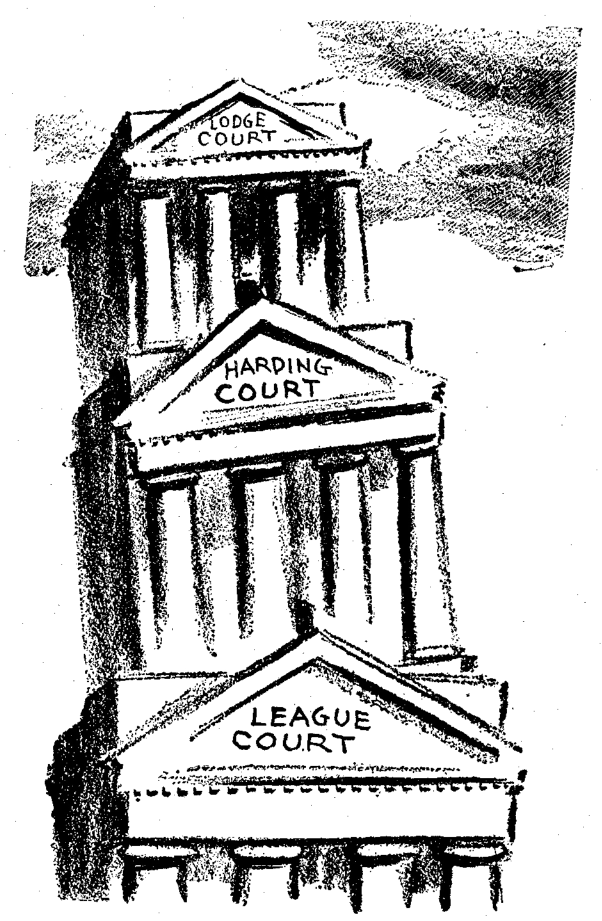
"Certain parts of the Japanese note appear to be intended for Japanese home consumption," remarks the Detroit *Free Press*, which says in a second editorial:

> "The so-called pride which the Japanese are exploiting in their protest is the pride of a spoiled child. It is ill-tempered and hysterical. The Japanese complain because they are getting a little taste of the very medicine they have been handing out to others, notably to the Chinese and Koreans, and in some degree to all foreigners, including Americans.
>
> "The Japanese are deepening an impression that the methods Congress adopted in dealing with them were the only methods that could be used."

"The Japanese protest is a futile protest, and such a note gives the impression of weakness," thinks the Philadelphia *Record*. For, explains the Boston *Transcript:*

> "We are exercising an absolute and inherent national right in excluding their laborers as immigrants. In doing so, we are exercising a restriction which we make quite general. That is all there is to the situation, and it must not be supposed either that we shall abandon the right, or that any serious attempt will be made from any quarter to force us to abandon it."

ANOTHER TWIST FOR THE WORLD COURT



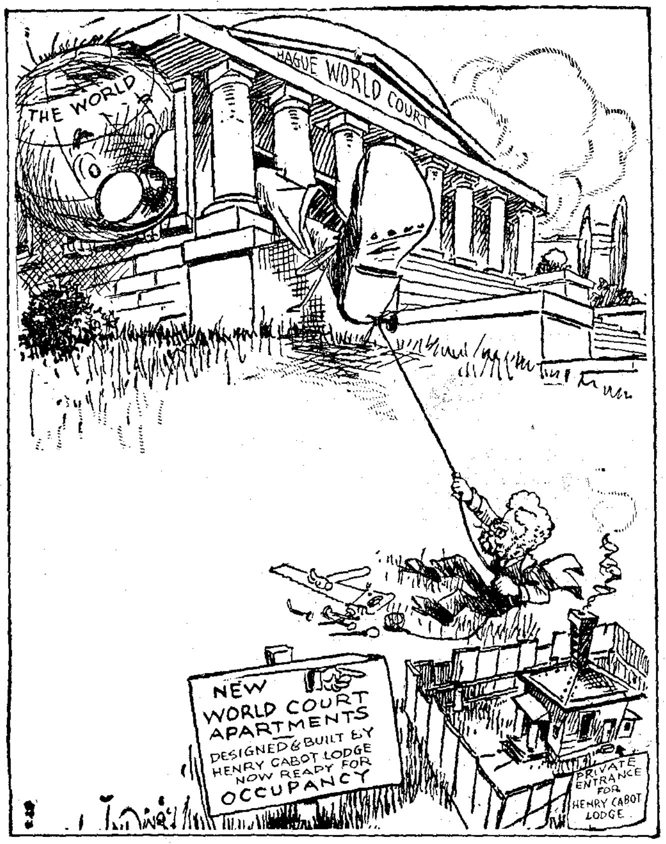
ANOTHER TOWER OF BABEL?
—Fitzpatrick in the St. Louis *Post-Dispatch*.

SADLY COMPROMISED by this time is the World Court proposition. For, as the New York *Evening Post* reminds us, the Harding-Hughes proposals for joining the Court, put forward in February, 1923, "were themselves a compromise between the demands of the out-and-out enemies of the League of Nations and its devoted friends." Then, the Lodge plan is characterized as "a compromise between the existing Court set up by the League and the old and half-forgotten Hague Tribunal," and "the Pepper plan is a further compromise between the Harding-Hughes and the Lodge plans." So "compromises are being further compromised, and all the time these get further away from any hopeful action." Compromises are usually offered for the purpose of getting joint action by people of differing views. But any hope that the last Pepper compromise would unite all elements were dashed when President Coolidge came out flat-footedly in his Memorial Day speech for the original Harding-Hughes plan. In so declaring himself, it may be said in passing, the President appears to win hearty praise from papers representing all shades of opinion except those opposed to our entering any World Court under present circumstances.

There have been so many World Court plans proposed of late that it may conduce to a clearer understanding of the situation to notice their essential differences. Presidents Harding and Coolidge have both recommended our entering the present Permanent Court of International Justice, with reservations to keep us clear of any connection with the League of Nations. The recommendation slumbered for over a year in the files of the Senate Foreign Relations Committee. On May 8, Chairman Lodge came forward with a World Court plan of his own. On May 22, Senator George W. Pepper (Rep., Pa.) offered another plan, which was adopted by the committee majority two days later and duly reported to the Senate on May 27. On the 30th, President Coolidge took his definite stand for the original proposals, and on the 31st, the Democrats forming the minority of the Foreign Relations Committee offered a report which virtually called for an acceptance of the Harding-Coolidge-Hughes plan.

Since the Lodge plan has apparently been dropt by its distinguished author, it now occupies a minor place in the discussion. Briefly speaking, it provided for calling a new Hague Conference to create an entirely new World Court without any connection whatever with the League of Nations. The chief difference between the other two plans is thus briefly stated in a Washington dispatch to the New York *Herald Tribune:*

> "Under the Hughes plan, presented by Senator Swanson's resolution, the present machinery under which judges of the Court are elected would not be materially disturbed. The United States would simply be admitted by its representatives to the Council and to the Assembly of the League when the election of judges is taking place. Under the Pepper plan the existing


THE WORLD
HAGUE WORLD COURT
NEW WORLD COURT APARTMENTS DESIGNED & BUILT BY HENRY CABOT LODGE NOW READY FOR OCCUPANCY
PRIVATE ENTRANCE FOR HENRY CABOT LODGE

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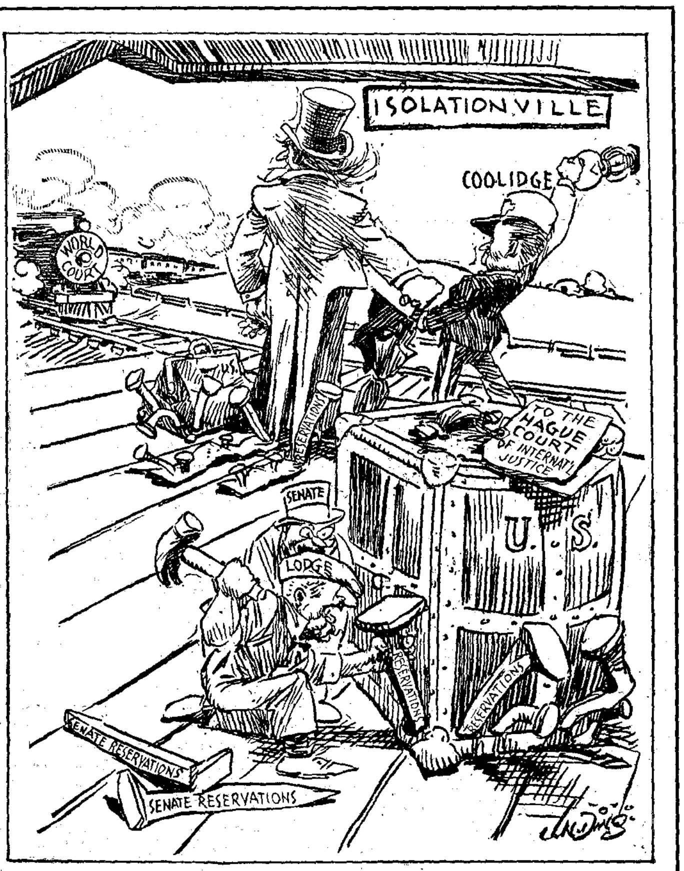
HENRY HAS UNDERTAKEN QUITE A JOB

—Darling in the New York *Herald Tribune.*



BEGINS TO LOOK AS IF WE NEVER WOULD GET OUT OF THIS JERKWATER TOWN

—Darling in the New York *Herald Tribune.*

REPUBLICAN JABS AT LODGE AS A WORLD COURT ARTIST

> machinery would be entirely discarded and new machinery set up, two electoral bodies being constituted, one in every substantial particular identical with the Council of the League of Nations and the other in every substantial particular identical with the Assembly of the League of Nations.
>
> "Senator Pepper's plan contemplates extensive changes in the statute of the Court to which all of the nations which subscribed to the protocol must consent before the United States adheres, the sole effect of the changes being that the institution is rid of the name of the League. It removes from the United States, as a member of the Court, any responsibility for advisory opinions of the Court to the League of Nations and specially protects the Monroe Doctrine."

Praise for the Pepper plan is comparatively mild even in the Republican press. If the Pepper plan is the best we can get, "it is at least a gesture in the right direction," says the Chicago *Evening Post.* The New York *Herald Tribune* is willing to concede that "Senator Pepper has devised a skilful compromise between the extravagant demands of Senator Lodge and the moderate plan of Senator Hughes."

Critics of the Pepper plan are divided into two classes, those who prefer President Coolidge's course and those who wish to keep out of any World Court. The two most conspicuous journals in the second group are the Washington *Post* and the Chicago *Tribune. The Post* says "the World Court project is unsound to the core," because "it is idle to propose a World Court that would have no laws to administer and no authority to enforce its decisions." And the Chicago *Tribune* fears "that once the United States has promised its adhesion to an international judicial system the Government of the United States never will be able to make a free decision in international controversy."

But the great chorus of criticism comes from the friends of the World Court. Senator Glass dropt into levity for a moment to remark that "Lodge is throwing Pepper into the eyes of the people." More seriously the League of Nations Non-Partizan Association denounces the Pepper plan as "a cunningly devised scheme to save the faces of a little group of United States Senators who find themselves on the wrong side of a moral question." This is also the view of papers like the Boston *Herald* (Rep.), *Christian Science Monitor* (Ind.), Philadelphia *Record* (Dem.), and Chicago *Daily News* (Ind.). "It is impractical, unintelligent, egotistical and offensive," declares the St. Louis *Globe-Democrat* (Ind.). "With the President's Arlington speech, the case against the Pepper plan is complete," remarks the Norfolk *Virginian-Pilot.*

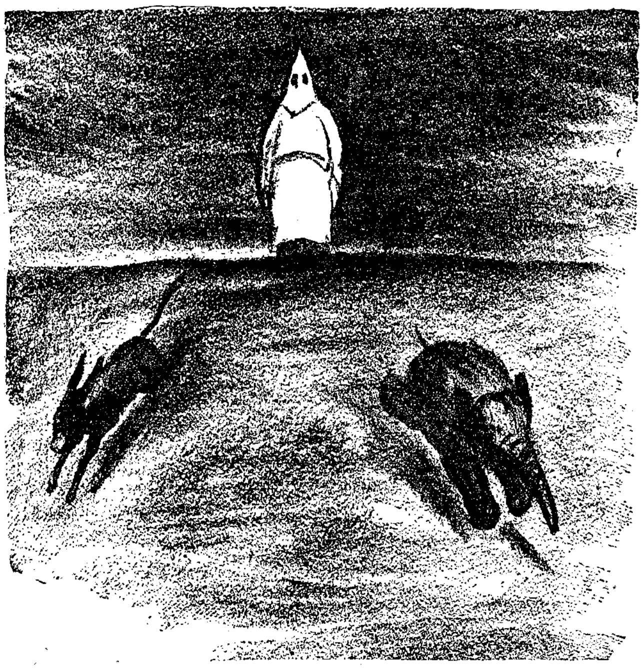
In his Arlington speech, President Coolidge said of the Harding World Court proposal as originally sent to the Senate:

> "His suggestion has already had my approval. . . . "We can accomplish nothing by taking a doubtful or ambiguous position. . . . For my part I desire my country to meet them without evasion and without fear in an upright, downright, square, American way.
>
> "While there are those who think we would be exposed to peril by adhering to this Court, I am unable to attach great weight to their arguments. Whatever differences, whatever perils exist for us in the world will come anyway, whether we oppose or support the Court."

The President's strong stand for his original position on the World Court wins him high praise from independent journals like the New York *Evening Post,* Springfield *Republican,* Newark *News,* Providence *Journal,* Indianapolis *News,* Chicago *Daily News,* and St. Louis *Globe-Democrat;* also from the Democratic Hartford *Times,* Boston *Globe,* New York *World,* Brooklyn *Eagle,* Philadelphia *Record,* Raleigh *News and Observer,* and Louisville *Courier-Journal;* as well as from the New York *Herald Tribune,* Philadelphia *Inquirer,* Jersey City *Journal,* Chicago *Evening Post,* Oshkosh *Northwestern,* and Topeka *Capital,* Republican papers.

THE KLAN AND THE DEMOCRATS

"THE KU KLUX KLAN has the politicians guessing," remarks a Klan writer, adding that this applies "to the politicians of both parties." The Klan issue "is quite as delicate for one party as it is for the other," agrees an impartial observer, *The Minnesota Daily Star* (Labor), and the Philadelphia *Public Ledger* has no doubt that the Klan "means to be felt in both parties" during the 1924 campaign. The strength of the Klan in the G. O. P. was shown in the victory of a Klan candidate in the Republican primaries in Indiana. And now Senator Underwood's vigorous anti-Klan pronouncement is held sufficient proof that "the Democratic party will have the Ku Klux Klan on its hands at the New York Convention," to quote one correspondent. The Klan became a definite issue in the fight for the Democratic Presidential nomination, we are told, when this statement was issued from the Underwood headquarters:



BOO!

—Fitzpatrick in the St. Louis *Post-Dispatch.*

"In Georgia, in Texas, and, but the other day, in Indiana, the Klan has thrust its unsavory presence into the political arena. Knowing no party allegiance, holding nothing sacred but its own successes, caring nothing about national issues or questions, the Klan is, in every State it enters, tearing party lines to pieces and leaving chaos and confusion in its wake.

"The hooded figure of the Klan will cast its shadow over the deliberation of the Democratic convention at New York as well as the Republican convention at Cleveland.

"The Klan has assigned to itself the veto power over any candidacy it does not approve. In so doing, it has made itself an issue—an issue that can not be evaded—that must be met fairly, squarely and without equivocation or quibbling.

"We, Senator Underwood's supporters, are going to press the issue. It will first come before the resolutions committee. If that body fails to act, or does not act in a manner that admits of no doubt or decision, we propose to carry the fight to the floor of the convention. The public can rest satisfied of that. Nothing less than the reenactment of a plank similar to the one of 1856, which denounced Know-nothingism, will satisfy us."

That 1856 Democratic plank, which may have helped James Buchanan to become President, is quoted as follows in the daily press:

"Resolved, that the foundation of this Union of States having been laid in, and its prosperity, expansion and preeminent example in free government, built upon entire freedom in matters of religious concernment, and no respect of persons in regard to rank or place of birth, no party can justly be deemed national, constitutional or in accordance with American principles, which bases its exclusive organization upon religious opinions and accidental birthplace.

"And hence a political crusade in the nineteenth century, and in the United States of America, against Catholic and foreign-born is neither justified by the past history or the future prospects of the country, nor in unison with the spirit of toleration and enlarged freedom which peculiarly distinguishes the American system of popular government."

Another statement from an Underwood campaign manager was even more challenging:

"Senator Underwood has pledged himself; and his friends in the convention will lead the fight against the machinations of the Klan. It is hoped that the other aspirants for the nomination will join hands with him in this movement.

"The Klan itself places the issue squarely before the Democratic convention. If it be not met; if a plank similar to the one of 1856, when 'know-nothingism' was rampant, be not enacted into the Democratic platform, it will be—and rightly so—heralded as a Klan victory. It will mean a surrender of the most precious principles of democracy to the 'Dragons,' the 'Kleagles' and the 'Cyclops' of the 'invisible empire.'"

The Klan's answer, signed by Grand Dragon Forrest of Georgia, comes back at Senator Underwood thus:

"The real issue in the campaign for the Democratic Presidential nomination is the Prohibition question. Senator Underwood of Alabama is just as wet as Governor Al Smith of New York.

"The Knights of the Ku Klux Klan is a fraternal patriotic order, and it is not in politics. In the campaign in Georgia, Senator Underwood went out of his way to attack the Klan and Klansmen, naturally, welcomed his overwhelming defeat."

Thus, writes W. W. Jermane in the Seattle *Times* (Ind.)—

"The Democratic party undoubtedly has the Klan on its hands and must watch its step if it is to keep out of the ditch. In the North and East, especially so far as the large centers of population are concerned, it has a majority—perhaps a very large majority—of the Catholic vote; in the South and West its adherents are very largely Protestants, many of them of the intolerant type.

"There are the makings of a very nasty mess in this situation and, unless it can be straightened out before the New York convention meets, the country may have a genuine Klan issue on its hands this year, with the Democratic party holding the short end of a hot stick.

"It is to be regretted that it is reaching its maximum of political influence just as a Presidential campaign is beginning. It has attached itself to the Democratic party, not because it loves that party more than it loves any of the others, but because that party represents, in the persons of many of its adherents, two extremes of religious thought."

One purpose of the Underwood "smoking-out" campaign on the Klan issue is to embarrass W. G. McAdoo, writes Jay G. Hayden from Washington to the Detroit *News.* But Mr. McAdoo's supporters say their candidate is already on record in regard to the Klan, and they quote this statement of his in the Georgia primary campaign:

"I stand four-square with respect to this and every other order on the immutable guaranty of liberty contained in the first Amendment to the Constitution of the United States, viz.: for the freedom of religious worship, freedom of speech, freedom of the press, and the right of peaceable assembly."

Mr. McAdoo's campaign manager has authorized the statement that the McAdoo forces will not oppose an anti-Klan plank, and Henry Suydam writes in the Brooklyn *Eagle* that "instead of making a flat statement that might alienate Klan support, Mr. McAdoo will show his absence of prejudice by having a Catholic and a Jew take prominent parts in the fight to nominate him in New York."

As a Catholic and as a candidate of the wet element of the party, Governor Smith of New York is said to have the Klan against him, and Carter Field in the New York *Herald Tribune* says of another leading candidate for the Democratic nomination that "Ralston is hurt because of the tremendous strength of the Klan in his own State, Indiana."

The Underwood anti-Klan plank is welcomed by the Democratic Norfolk *Virginian-Pilot*, which calls it "as sound to-day as it was in 1856." Unless the Klan, we read, "is walloped over the head with this seasoned plank of old-time democracy, its own pirate plank will be shoved out and an increasing number of independent candidates for office will be compelled to walk it." The Omaha *World-Herald* (Ind.), which generally supports Democratic national candidacies, calls the plank "sound democracy and true Americanism." Other Democratic journals like the Brooklyn *Eagle*, Hartford *Times*, and New York *World*, declare that the Klan issue is one for both parties to settle. Months ago *The World* urged the national committees of both parties to serve joint notice upon the Ku Klux Klan that they would "hold no traffic for votes with it." But as the committees have done nothing *The World* has been asking prominent Americans whether they think the convention should go definitely on record against the Klan and it has received affirmative replies from men like Robert Lansing, Charles M. Schwab, President Hibben of Princeton, President Faunce of Brown University, James W. Gerard, Gilbert M. Hitchcock, Paul D. Cravath, and Judge Ben B. Lindsey.

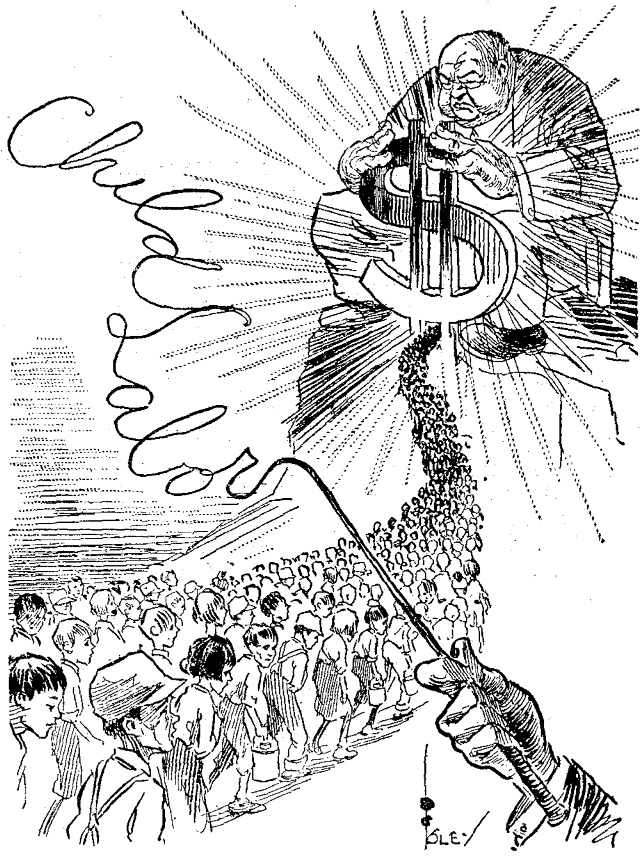
On the Republican side we find *The Ohio State Journal* agreeing with these Democratic papers that both parties should come out definitely against the Klan. The Columbus paper praises Senator Underwood as the "one candidate who has the courage to stand up and defy the Ku Klux Klan, and to challenge that bigoted organization's efforts at political control." But the St. Paul *Dispatch* (Ind. Rep.) calls the Senator's statements "pious platitudes," and it thinks the Klan "will not object to a few discreet phrases against it if it is permitted to name the Democratic candidate." In other words, we read, "the Democratic party can make its record plain only by nominating a man whom the public can know is entirely free from all association and sympathy with the Klan."

Finally, we have an explanation of the Klan's position in this campaign from the standpoint of the organization itself. In a recent issue of *The Klan Kourier* (Chicago) there is a dispatch from the society's Bureau of Publication and Education in Washington from which we quote:

> "Politicians of both political complexions are really afraid of the Klan, for they can't figure it out. The Republicans sat back and thought things looked pretty, while the Democrats of Texas scrapped it out and sent a former Klansman to the United States Senate in Senator Mayfield. It looks different now to the Republicans since the Klan showed its hand and its strength in the Indiana primary and mopped up on the anti-Klan candidate ten to one. That really sobered things up considerably on both sides of the political fence.
>
> "In Democratic circles, and especially in national politics, much talking is devoted to the Ku Klux Klan these days. Senator Underwood and Governor Al Smith seem determined to compel the Democratic national convention to insert a plank in the Democratic platform denouncing the Klan.
>
> "On the Democratic side several of the candidates are trying their best to kill off a certain candidate who hasn't said much either way. And on the Republican side the only candidate is about as silent on the Klan issue as he is on other things. Silence is golden with him nowadays.
>
> "Calvin Coolidge's position in the matter is exactly the same as W. G. McAdoo's. He has maintained silence on the Klan question. McAdoo has been labeled the Klan candidate by some of his opponents for the reason that he has not allowed himself to be lured into the Klan controversy up to date.
>
> "What may happen is only a guess, but what seems destined to happen is that the candidates for the Presidency will go before the people blandly ignoring the Klan and anti-Klan shindig. President Coolidge has been very successful thus far in doing it, and Mr. McAdoo has pursued the same policy in the opposite party."

TO SAVE THE CHILD FROM SLAVERY

"A MILLION CHILDREN WHO SLAVE!" This is the arresting caption over a series of articles in the New York *World* depicting child-labor conditions throughout the country as far west as Colorado, and from Louisiana to Michigan. One child in every twelve is compelled to work for a living, we are told. The mental, moral, and physical effect of certain occupations have such a depressing effect upon children, and certain States have been so backward about enacting child-labor legislation, that both the House of Representatives and the Senate have approved a Constitutional amendment that would empower the Federal Government to limit, regulate, or prohibit the labor of children under eighteen. This does not meet with the approval of the Philadelphia *Inquirer*, which believes "there is too much 'monkeying' with the Constitution of the United States." In the opinion of this paper, "the States themselves are the best judges of these matters." To which the Oshkosh *Northwestern* replies that "there would be no need of placing the matter of child labor in the hands of Federal authorities if all the States would deal with the problem as its nature demands."



A SACRIFICE TO MAMMON

—Foley in the Minneapolis *Minnesota Daily Star* (Labor).

A resolution proposing a child-labor amendment was passed by the House April 26 by a vote of 297 to 69, or 53 more than the two-thirds required for passage. On June 2 an identical amendment was passed by the Senate, 61 to 23, or five more than the necessary two-thirds. The amendment will now be submitted to the States for ratification or rejection. If adopted by three-fourths of them, Congress will be given the power to regulate child labor. As John W. Owens, Washington correspondent of the Baltimore *Sun*, explains:

> "Enforcing legislation would be necessary, as in the case of the Eighteenth or Prohibition Amendment. And Congress, of course, would not be under necessity of using to the full the

powers conferred in the amendment. It could limit labor for children under, say, sixteen years of age in all occupations; or under, say, seventeen years of age in certain occupations.

"And as the amendment itself makes very clear, the power of the States to legislate on child labor would not be impaired unless the State laws conflicted with Federal legislation. That is, any State would be at liberty to forbid child labor at an age or in industry not forbidden by acts of Congress. No State, however, could by its legislation permit the labor of children at ages or in industries forbidden by Federal legislation enacted under the powers granted by the amendment."

What Theodore G. Joslin, Washington correspondent of the Boston *Transcript*, predicts will be "the Twentieth Amendment," reads as follows:

> "Section 1. The Congress shall have power to limit, regulate and prohibit the labor of persons under eighteen years of age.
>
> "Section 2. The power of the several States is unimpaired by this article, except that the operation of State laws shall be suspended to the extent necessary to give effect to legislation enacted by the Congress."

We are informed by the Buffalo *Express* that—

> "This is the third attempt of Congress to deal with the evil of child labor in certain backward States. The first attempt was a direct prohibition by law. The Supreme Court held that, under the Constitution, only individual States could deal with such a question. The second attempt was thinly disguised as a revenue measure. By taxing child-labor products it was hoped to make child labor unprofitable to employers. The Supreme Court thought the disguise improper, and held that it was as illegal to achieve the purpose indirectly as directly. The only recourse, therefore, is this amendment to the Constitution, since the legislatures of the backward States still refuse to deal with the question."

NUMBER OF CHILDREN ENGAGED IN GAINFUL OCCUPATION, 1920 CENSUS

	Total Boys and Girls	*Boys 10 to 15*	*Per Cent.*	*Girls 10 to 15*	*Per Cent.*	*Total Per Cent. Boys and Girls*
New England States	59,239	34,468	9.0	24,771	6.5	15.5
Middle Atlantic States	131,541	77,031	6.4	54,510	4.6	11.0
East North Central States	100,801	72,401	6.2	28,400	2.5	8.7
West North Central States	57,906	45,845	6.1	12,061	1.6	7.7
South Atlantic States	273,981	181,430	18.9	92,551	9.7	28.6
East South Central States	221,342	151,775	23.7	69,567	11.1	34.8
West South Central States	184,267	125,630	17.2	58,637	8.2	25.4
Mountain States	15,612	12,515	6.3	3,097	1.6	7.9
Pacific States	16,169	13,153	5.0	3,016	1.2	6.2

GIRLS AND BOYS, 10 TO 15, ENGAGED IN SPECIFIED OCCUPATION

Farming, stock-raising, gardening, lumbering, etc	647,309
Coal-, gold-, silver-, and copper-mining, quarrying, etc	7,191
Manufacturing and mechanical industries	185,337
Laborers, telephone operators, telegraph messengers, teamsters, chauffeurs, etc.	18,912
Clerks, newsboys, salesmen, etc	63,368
Public service	1,130
Actors, musicians, etc	3,465
Bootblacks, elevator operators, janitors, laundry operatives, bell boys, chambermaids, etc	54,006
Agents, collectors, bookkeepers, messengers, stenographers, office boys and girls, etc	80,140
	1,060,858

Another Washington correspondent, W. W. Jermane, says in a dispatch to the Seattle *Times:*

> "The Judiciary Committee of the House of Representatives found four reasons why this legislation should be enacted: First, because in some States a single industry was so powerful as to prevent the enactment of a child-labor law, or its enforcement after enactment; second, because consumers are unwilling to use the products of child labor; third, because manufacturers object to the competition of those who rely upon low wages paid to children as the basis of their profits; and fourth, because States have been unable to protect their consumers and manufacturers. . . .
>
> "Let us look at the 1920 census figures for a moment. In that year 378,063 children between the ages of 10 and 13, 257,594 of 14, and 425,201 of 15—or 1,060,858 in all—were gainfully employed. These figures are considered low by the Department of Labor, but even so they show that 8.5 per cent. of all the children in the country between 10 and 15 years of age were at work in factories or on the farms.
>
> "There are no figures showing the proportion of children who are now at work, but the Department of Labor expresses the belief that 'were a census to be taken at the present time it would doubtless show a notably larger number of employed children than that of January, 1920."

We are indebted to the South Bend *Tribune* for further figures:

> "Twenty-two States have laws which fix the age minimum as high or higher than the Federal standard. Of these, 17 are Northern States and 5 are Southern States. From an educational standpoint, 13 Northern States require children to have completed eight grades of common-school education before they may obtain employment certificates; two Northern States require completion of the seventh grade, and nine Northern States require completion of the sixth grade. On the other hand, Alabama and Arkansas permit children to go to work with only a fourth-grade education, and the rest of the Southern States do not require any educational qualifications.
>
> "Thirty States conform to the Federal standard of maximum hours for the employment of children—eight hours per day. Of these 30 only three are Southern States. One, North Carolina, permits children to be worked 11 hours a day, and Georgia has no limitations.
>
> "Thirteen States, all told, have child-labor laws which in every particular measure up to the standards of Federal laws. These States are Alabama, Connecticut, Illinois, Kansas, Kentucky, New York, Ohio, Oklahoma, Oregon, Tennessee, West Virginia, Wisconsin and Indiana. In Tennessee, 17 per cent. of the total child population is employed contrary to the standards set by the Government regulating child labor; in Arkansas, 19 per cent.; in Georgia, 21 per cent.; in Alabama and South Carolina, 24 per cent.; in Mississippi, 26 per cent. In the Northern States the percentage is much lower, and in the Pacific Coast States only three per cent. of the total child population is employed in what is classified as gainful occupation."

"Nobody questions that uniform law would be desirable," observes the Providence *Journal*, "but the desirability of a child-labor amendment to the Constitution is debatable." "We ought to be able to tackle this child-labor problem without going to such drastic lengths, invading the rights of States and the autonomy of the home," agrees the Newark *News*. In this paper's opinion:

> "A happy medium should be found between permitting the stunting of young lives for the sake of an employer's pocketbook, and denying families an aid to which they may be entitled and which can operate actually to the stiffening of the moral fiber of the young worker."

As the Philadelphia *Inquirer* puts it: "This amendment would give Congress the power to limit, regulate and prohibit the labor of persons under eighteen years of age, would augment the powers which were never intended to be bestowed upon the Federal Government, would add to the horde of unnecessary officials, increase taxes, and rob the States of their authority." And an organization called the "Sentinels of the Republic," devoted, according to the New Haven *Journal-Courier*, "to the recovery of the right to local self-government of the people of the country," has this to say:

> "In a majority of the States the amendment is unnecessary; in the others it will prove ineffectual. In the former, it will relax local interest and efficiency in the enforcement of existing child-labor laws. In the States still without such laws, it will arouse opposition and resistance to the Federal law, and retard or prevent the adoption of local laws which otherwise, under the pressure of example and the public opinion of more progressive States, would be voluntarily enacted and therefore locally enforced."

But it is vain, thinks the Boston *Christian Science Monitor*, "to argue that the function of supplying the remedy for this

Photograph by Dewell, Omaha, Nebraska

A "NIGHT MAIL" AIRPLANE IN THE SPOTLIGHT AT THE OMAHA, NEBRASKA, FLYING-FIELD

This searchlight is said to be visible at night for a distance of from 100 to 150 miles when flashed in the air. It will guide the Air Mail planes arriving from Chicago at midnight and from Cheyenne at 2 A. M. under the new transcontinental schedule which goes into effect July first.

deplorable economic and social condition can be left to the States separately." "Conservation of human life is a national problem," declares the Raleigh *News and Observer*, "and the nation is the only unit comprehensive enough to cope adequately with the child-labor evil." "The welfare of future generations is the primary concern of the entire Republic," maintains the Brooklyn *Eagle*, which believes that—

"While much may be said on both sides in this matter, the method now being pursued has several advantages over all others. Heretofore the only plausible argument in favor of child labor has been economic. States were reluctant to surrender the economic advantages derived from the labor of children, because they were in competition with other States that held to this advantage. National prohibition will remove this objection and equalize conditions in all the States."

To quote the Oshkosh *Northwestern* again:

"Federal control apparently is the only way to solve this problem, and the situation is one where the common good and welfare are considered as of larger importance than the mooted point of States' rights."

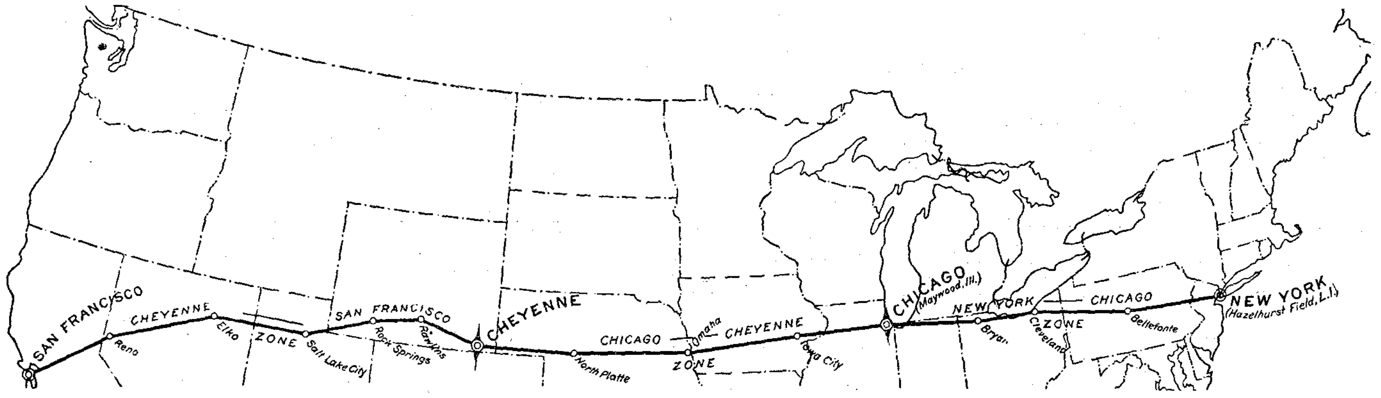
In the opinion of Secretary of Labor Davis, the passage of the child-labor amendment by both Houses of Congress "is a tremendous step forward in our civilization. It will make for a better future America." "If we could arm four million men to 'make the world safe for democracy,' we can change our Constitution to make our country safe for children," declares the New York *American*, which reminds us that it has waged a war on child labor for more than twenty years.

"THE NIGHT MAIL" ACROSS AMERICA

WHAT WAS A VISIONARY IDEA a few years ago will become a reality on July 1, when daily Air Mail service from New York to San Francisco will be inaugurated. A letter mailed in New York in the morning, for instance, will reach San Francisco the following afternoon. In less than thirty-five hours, instead of ninety-one hours, which the railroads are said to require, letters and packages will be delivered from one end of the country to the other. In fact, these intrepid riders of the clouds will bring a reply to your letter across the continent in less time than it requires for a letter to travel by train one way.

"This will be welcome news to business and financial interests," thinks the San Francisco *Chronicle*. "The saving of time will undoubtedly increase the business dealings of the East and West." "There is no doubt that in business transactions it will save thousands of dollars," points out the Louisville *Courier-Journal*, "for two days' interest saved on large deals is no small consideration, interest being the concrete demonstration of the axiom that 'time is money.'" In fact, remarks this conservative daily, "it looks as if the Statue of Liberty and the Golden Gate, in point of time, are to be next-door neighbors."

In planning to start this service, which requires flying by night as well as by day, the Post-office Department "is preparing to write a new chapter in the history of American aviation," observes the Norfolk *Virginian-Pilot*, which ranks such an undertaking with the Army Air Service's round-the-world flight. Moreover, predicts the Atlanta *Journal*, "this route is but the



Official Map of the Air Mail Division, Post-office Department

THE LONGEST REGULARLY OPERATED AIRWAY IN THE WORLD—2,680 MILES pioneer of many to come." The San Francisco *Bulletin*, which admits that it is "the Western pioneer in the cause of Air Mail and the first American daily to advocate a transcontinental service," can see in the near future "an Air Mail that will criss-cross the map of the United States in every direction."

SUMMER SCHEDULE

WEST

LEAVE				ARRIVE			
New York	10:00	A.M.	E.T.	Bellefonte	12:20	P.M.	E.T.
Bellefonte	12:40	P.M.	E.T.	Cleveland	2:55	P.M.	E.T.
Cleveland	3:10	P.M.	E.T.	Bryan	3:55	P.M.	C.T.
Bryan	4:15	P.M.	C.T.	Chicago	6:15	P.M.	C.T.
Chicago	6:30	P.M.	C.T.	Iowa City	9:00	P.M.	C.T.
Iowa City	9:20	P.M.	C.T.	Omaha	12:05	A.M.	C.T.
Omaha	12:20	A.M.	C.T.	North Platte	3:15	A.M.	C.T.
North Platte	2:35	A.M.	M.T.	Cheyenne	5:10	A.M.	M.T.
Cheyenne	5:25	A.M.	M.T.	Rawlins	7:10	A.M.	M.T.
Rawlins	7:30	A.M.	M.T.	Rock Springs	9:00	A.M.	M.T.
Rock Springs	9:15	A.M.	M.T.	Salt Lake City	11:05	A.M.	M.T.
Salt Lake City	10:20	A.M.	P.T.	Elko	12:35	P.M.	P.T.
Elko	12:50	P.M.	P.T.	Reno	3:30	P.M.	P.T.
Reno	3:45	P.M.	P.T.	San Francisco	5:45	P.M.	P.T.

34 Hours – 45 Minutes

EAST

LEAVE				ARRIVE			
San Francisco	6:00	A.M.	P.T.	Reno	8:00	A.M.	P.T.
Reno	8:15	A.M.	P.T.	Elko	10:45	A.M.	P.T.
Elko	11:00	A.M.	P.T.	Salt Lake City	1:00	P.M.	P.T.
Salt Lake City	2:15	P.M.	M.T.	Rock Springs	4:00	P.M.	M.T.
Rock Springs	4:15	P.M.	M.T.	Cheyenne	7:00	P.M.	M.T.
Cheyenne	7:15	P.M.	M.T.	North Platte	9:45	P.M.	M.T.
North Platte	11:05	P.M.	C.T.	Omaha	1:50	A.M.	C.T.
Omaha	2:05	A.M.	C.T.	Iowa City	4:50	A.M.	C.T.
Iowa City	5:10	A.M.	C.T.	Chicago	7:20	A.M.	C.T.
Chicago	7:35	A.M.	C.T.	Bryan	9:25	A.M.	C.T.
Bryan	9:45	A.M.	C.T.	Cleveland	12:20	P.M.	E.T.
Cleveland	12:35	P.M.	E.T.	Bellefonte	2:35	P.M.	E.T.
Bellefonte	2:55	P.M.	E.T.	New York	5:05	P.M.	E.T.

32 Hours – 5 Minutes

The decision of Postmaster-General New to extend the scope of the Air Mail is justified, in the eyes of several editors, by six years of successful operation in the daylight coast-to-coast service. The appropriation for the next fiscal year, we are told, will be $2,500,000, but, notes the New York *Times*, "business men want this fast service, and in the end, the Post-office Department believes, it will not only pay for itself but will show a balance on the right side of the ledger."

Last year, we are reminded by the Buffalo *Express*, "more than 96 per cent. of the Air Mail's flights were finished according to schedule," and the Nashville *Banner* recalls a recent flight between Omaha, Nebraska, and Cheyenne, Wyoming, at an average speed of 130 miles per hour. This "seems pretty speedy" to the Sacramento *Bee*, but it nevertheless believes that in a "year or two there will be daily aerial passenger service between the Atlantic and Pacific coasts." Postmaster-General New, however, says "the new Air Mail schedule will not attempt to set speed records; safety of the pilots and safety of the mails will be the prime requisites." Of the plans that have been made, the New York *World* says:

> "By experimental flights some time ago it was shown that the continent could be spanned in twenty-six hours. This achievement is the more remarkable for having been reached with obsolescent planes and the utmost economy. Since then a complete system of night lights and illuminated landing-fields has been prepared. With these aids and improved machines a twenty-four-hour flight is in contemplation.
>
> "The service West to East will be three hours shorter because west winds are prevalent; but the westbound pilot will be aided by three hours more of sunlight, flying with the sun.
>
> "The Air Mail flies over mountain, plain and desert from New York, through Cleveland, Chicago, Omaha, Cheyenne, Salt Lake City and Reno to San Francisco, traversing some of the roughest flying country in the world.
>
> "A day-to-day coast-to-coast mail schedule may prove the stimulus that commercial aviation in the United States has long needed. What it will mean to business to have important papers speeded up three days from coast to coast is self-evident."

The New York-San Francisco transcontinental "line" is 2,680 miles long, we are informed by the "Aircraft Year Book," published by the Aeronautical Chamber of Commerce (New York). The Air Mail, it goes on, is thus the longest regularly operated airway in the world. According to the Washington *Post*—

> "The mail planes will fly by night over a thousand miles of lighted airway between Chicago and Cheyenne, the pilots being guided by automatic acetylene lights placed every three miles. Every twenty-five miles of the night air-line has an emergency landing-field provided with powerful searchlights, and at about every 250 miles there is a regular landing-field with searchlights visible for from 100 to 150 miles when flashed in the air."

Furthermore, notes the Baltimore *Sun:*

> "Special air mail postage has been arranged for. Stamps, in denominations of 8, 16 and 24 cents, will be on sale. For rate purposes, the route has been divided into three zones, one between New York and Chicago, another between Chicago and Cheyenne, and the third between Cheyenne and San Francisco. An eight-cent air mail stamp will carry an ounce letter anywhere within one of these zones; while it will require a sixteen-cent stamp to carry such a letter into the second zone and a twenty-four-cent stamp to the third zone.
>
> "The present daylight transcontinental air mail service advances, from one terminal point to another, mail deposited after the departure of trains, and operates as an auxiliary to the regular schedules of railway mail routes. This service will be combined with the night flying, so that mail will be carried through to its destination or to a nearest transfer point. The new eastbound schedule calls for thirty-two hours five minutes. Westbound the time will be thirty-four hours forty-five minutes."

In the opinion of the Cleveland *Plain Dealer:*

> "The decision of the Postmaster-General to extend the scope of the Air Mail service is justified by six years of successful operation in the daylight coast-to-coast service. In view of the backwardness of our Army and Navy air programs, the training of flyers in the postal service is particularly significant. The mail planes will afford the nation a nucleus of trained flyers, not now otherwise provided, to which it may turn in an emergency."

RATES OF POSTAGE

BETWEEN	New York	Bellefonte	Cleveland	Bryan	Chicago	Iowa City	Omaha	North Platte	Cheyenne	Rawlins	Rock Springs	Salt Lake City	Elko	Reno	San Francisco
New York		8	8	8	8	16	16	16	16	24	24	24	24	24	24
Bellefonte	8		8	8	8	16	16	16	16	24	24	24	24	24	24
Cleveland	8	8		8	8	16	16	16	16	24	24	24	24	24	24
Bryan	8	8	8		8	16	16	16	16	24	24	24	24	24	24
Chicago	8	8	8	8		8	8	8	8	16	16	16	16	16	16
Iowa City	16	16	16	16	8		8	8	8	16	16	16	16	16	16
Omaha	16	16	16	16	8	8		8	8	16	16	16	16	16	16
North Platte	16	16	16	16	8	8	8		8	16	16	16	16	16	16
Cheyenne	16	16	16	16	8	8	8	8		8	8	8	8	8	8
Rawlins	16	16	16	16	8	8	8	8	8		8	8	8	8	8
Rock Springs	16	16	16	16	8	8	8	8	8	8		8	8	8	8
Salt Lake City	24	24	24	24	16	16	16	16	8	8	8		8	8	8
Elko	24	24	24	24	16	16	16	16	8	8	8	8		8	8
Reno	24	24	24	24	16	16	16	16	8	8	8	8	8		8
San Francisco	24	24	24	24	16	16	16	16	8	8	8	8	8	8	

At such cities as show an arrival late in the day by the Air Mail Schedule the use of special delivery stamps in addition to the zone postage will insure delivery on the date of receipt.

Postage is eight cents an ounce, or fraction thereof, for each zone, or part of zone, in which mail is carried by plane. Transit mail forwarded to destination by Railway Mail service will be rated to point carried by Air Mail service. Transit mail forwarded to destination by Railway Mail service will be rated to the point carried by Air Mail. No additional postage for transportation beyond the point to which mail is carried by the Air Mail service will be required—the zone rate will deliver to addressee. Offices not located on the Air Mail route may dispatch by rail to connect therewith—for example: Philadelphia may dispatch to Los Angeles: by rail to New York or Cleveland, thence by air to San Francisco; thence by rail to Los Angeles. Denver may dispatch to Los Angeles or Philadelphia: by mail from Denver to Cheyenne; by air to San Francisco or New York; by train San Francisco to Los Angeles, or New York to Philadelphia.

DRURY COLLEGE LIBRARY
Springfield, Missouri

TOPICS IN BRIEF

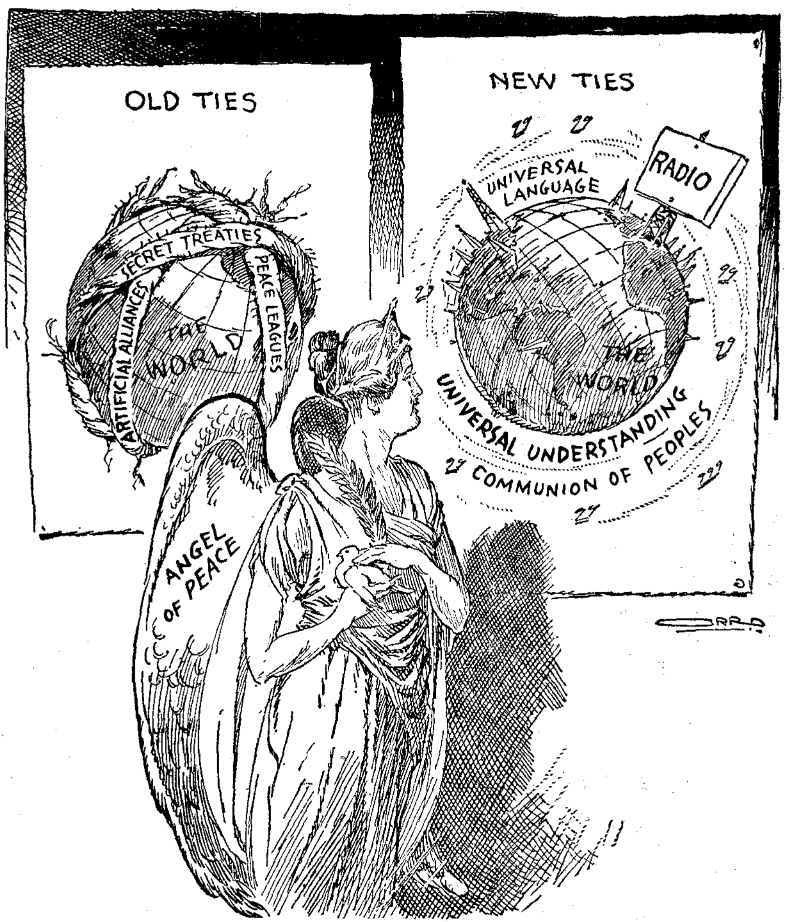
(*An extension of this department appears weekly on the screen as "Fun from the Press"*)

Does Congress contain a United States of America bloc?—*Detroit News.*

When a diplomatist lays his cards on the table, count 'em.—*Columbia Record.*

A druggist can truthfully say that a woman's face is his fortune.—*Charleston Gazette.*

A pacifist is a man whom the duty of peace blinds to the danger of war.—*Boston Herald.*



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A NEW HOPE

—Orr in the Chicago *Tribune.*

A living wage is what the other fellow should be able to live on.—*Columbia Record.*

The radio is still far behind the grade-crossing as a means of establishing contact with the Infinite.—*Life.*

Dr. Butler seems to have succeeded the old *Columbia* as America's cup defender.—*Norfolk Virginian-Pilot.*

Many of us live expensively to impress our friends who live expensively to impress us.—*Columbia Record.*

Maybe wild life is not disappearing; maybe it is just effecting a merger with domestic life.—*Little Rock Arkansas Gazette.*

Any President can lead Congress if he can get advance information concerning the way it is going.—*Muskogee Phœnix.*

At the Methodist General Conference the only big fight was staged by the pacifists.—*Boston Shoe and Leather Reporter.*

Specifications for the new Republican World Court plank call for one just long enough to reach from Cleveland to the White House.—*Norfolk Virginian-Pilot.*

Civilization is a complicated system that defeats its own ends by making it easier for weaklings to survive.—*Jersey City Journal.*

Republican senatorial race in New Jersey should be a sharp conflict. The candidates are Edge and Kean.—*Little Rock Arkansas Gazette.*

Anyway, President Coolidge has one thing to be thankful for, that Mr. Lodge was not bossing the job when that chlorin gas was administered.—*Macon Telegraph.*

Those stories about fish climbing trees in New Zealand probably grew out of some tourist's seeing a bird in a tree sitting on a perch.—*Nashville Southern Lumberman.*

The theory that pulling down the rich will help the poor is beautifully adorned by the presence of fifty thousand vagrant children in Petrograd alone.—*Columbia Record.*

Ermino Spalla, heavyweight champion of Europe, has issued a challenge to Dempsey for a bout, but what Dempsey will want to know is about how much.—*American Lumberman.*

Anyhow, it is a low-down exhibition of spite on the part of Manhattan to revenge itself on our "dry" Southern delegates by closing all the wet spots during the convention.—*Columbia Record.*

What Mr. Coolidge needs most is not a platform, but a raft.—*Columbia Record.*

If we keep cool with Coolidge, do we have to freeze to death with Lodge?—*Dallas News.*

It will soon be time to waste sympathy on husbands left at home during the summer.—*Life.*

Cal's steam-roller is fine at Cleveland, but has the front-wheel shimmy in Washington.—*Dallas News.*

Just to make it interesting, we dare either party to put in a bobbed-hair plank.—*Associated Editors.*

And perhaps there would be more religion in business if there were less business in religion.—*Columbia Record.*

What annoys us during the season for building political fences is the constant sound of the hammer.—*Buffalo Evening News.*

Italy's Cabinet met and awarded Fiume a gold medal. Mussolini sluffs off heavy duties on them like that.—*Dallas News.*

The paradox is that Prohibition, put over by the will of the people, is defied by the won't of the people.—*Columbia Record.*

World's front-page editor says, "Old Guard thinks Coolidge Is Bluffing." So did the Boston police.—*Wall Street Journal.*

There wouldn't be the necessity to investigate so many folks in Washington if there were more investigating done before they get in Washington.—*Columbia Record.*

The former Crown Prince is now selling threshing-machines. The one operated by his father didn't prove a success.—*Tampa Tribune.*

The Women's International League for Peace and Freedom forgets that that wasn't the way it got the freedom.—*American Lumberman.*

The first skywriter to come to America got $1,000,000 in a year. And yet we have been led to believe that the higher literature did not pay.—*New York Herald Tribune.*

At Philadelphia thirty art students were awarded "traveling scholarships." If only some of our saxophone students could be awarded something like that!—*American Lumberman.*

The quantity of bone used in the making of Mah Jongg sets inclines us to believe that the Chinese must have found a cemetery in which all the dead politicians are buried.—*Columbia Record.*

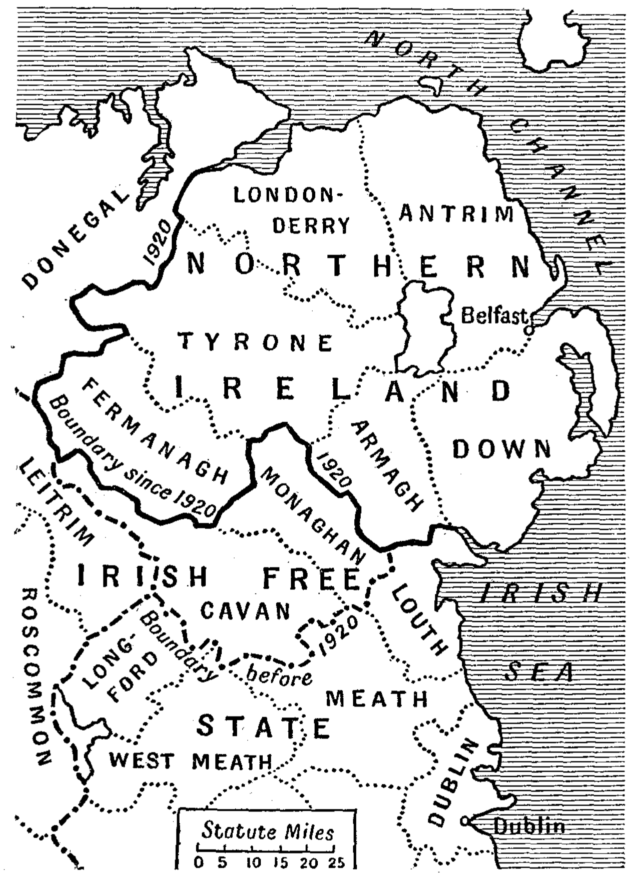
A visiting Frenchman, expecting to find peace, is surprized by general unrest. He would be more surprized to know that we pay people in Washington to keep us worried.—*Wall Street Journal.*

The Ku Kluxers are strong for the Eighteenth Amendment, but they apparently weren't Americans long enough ago to have heard about the Fifteenth.—*Philadelphia North American.*

FOREIGN - COMMENT

THE NEW IRISH PERIL TO ENGLAND

A PROBLEM OF GREAT GRAVITY for the British Empire is once again created by the situation in Ireland, according to some English editors, who maintain that Ulster's refusal to participate in the Boundary Commission, which should determine the frontier line between Northern Ireland and the Irish Free State, "leads straight to inevitable consequences." Some of them think the Free State Treaty is threatened and declare that as it was "by the force of British public opinion that the Treaty was forged, the public must accept the responsibility of administering the Treaty in the spirit in which it was made." The meeting of President Cosgrave of the Irish Free State and Sir James Craig, Prime Minister of Northern Ireland, at Chequers Court as guests of Premier MacDonald allayed to some extent, it appears, the alarm raised in England, especially as it is reported that Premier MacDonald contemplates the summoning of an all-Ireland Conference to discuss future collaboration between the Southern and the Northern States on a basis of the existing boundary. This report comes in a Dublin dispatch to the London *Sunday Times* in which we read further that Mr. MacDonald has concerned himself much with the Irish question since his accession to office. In person he addrest the first meeting of the Boundary Conference at the Colonial Office in February, it is recalled, but that meeting and also a second meeting in April failed to reach a decision. Since then, we read, both Sir James Craig and Mr. Cosgrave have exprest a willingness to permit the transfer of territory according to the wishes of the inhabitants, following a conference between themselves. At the same time, this dispatch relates, neither has departed from his original attitude to the Boundary Commission, for Sir James has continued to insist that no such commission should be set up, while President Cosgrave has continued to urge that the commission must be appointed.



From the London *Weekly Graphic*

THE NEW SORE SPOT IN IRELAND

The Government of Ireland Act of 1920, which established the Government of Northern Ireland, provided that Northern Ireland should consist of the Parliamentary Counties of Antrim, Armagh, Down, Fermanagh, Londonderry and Tyrone and the Parliamentary Boroughs of Belfast and Londonderry. Under the Treaty which set up the Free State, it was provided that a Commission should determine, in accordance with the wishes of the inhabitants, so far as might be compatible with economic and geographic conditions, the boundaries between Northern Ireland and the Free State. Ulster says it was never consulted about this provision and never acquiesced in it.

By way of shedding light on the tangle into which the controversy has been thrown by subtleties of argument, the English press remind us that the Government of Ireland Act of 1920, which established the Government of Northern Ireland, provided that Northern Ireland should consist of the Parliamentary Counties of Antrim, Armagh, Down, Fermanagh, Londonderry and Tyrone and the Parliamentary Boroughs of Belfast and Londonderry. Under the Treaty which set up the Free State, as the London *Graphic* notes, it was provided that a Commission should determine in accordance with the wishes of the inhabitants, so far as might be compatible with economic and geographic conditions, the boundaries between Northern Ireland and the Free State. Ulster says it was never consulted about this provision and never acquiesced in it, and, while agreeable to rectifications, insists, in the main, on the boundaries fixt by the Act of 1920, while the Free State desires to cut off big slices of Ulster; and this is the problem which the recent Conference has failed to solve.

A British supporter of Ulster's stand is the London *Morning Post*, which declares that if the Irish Free State wished only to adjust details of the boundary nothing could be more reasonable, but it contends that "it wants Fermanagh and Tyrone, and even more than that," and this daily proceeds:

"It is not an adjustment of boundary, but an absorption of territory, that it desires. And here Sir James Craig says, no. As for the people themselves, it may interest our readers to know that it is doubtful if there is any longer a Roman Catholic majority in Fermanagh, even—which is also doubtful—if such a majority would desire to be transferred to a bankrupt and lawless State from one which is both solvent and law-abiding. Owing to persecution in the South and West, the Loyalists have been flocking into Fermanagh in such numbers as to upset the political balance of that part of Ireland. The Protestant vote in the county has gained no fewer than 2,340 votes in three years, so that the Sinn Feiners no longer dare contest even the county elections. Now, these invaders are the survivors of the massacres and proscriptions of the late political friends of Lord Birkenhead. They have escaped, many of them, from the settlement of which he is so proud, with the loss of most of their goods, and often barely with their lives. Are they again to be sent upon their travels in order that the blessings from which they have escaped may be extended over the regions into which they have fled?"

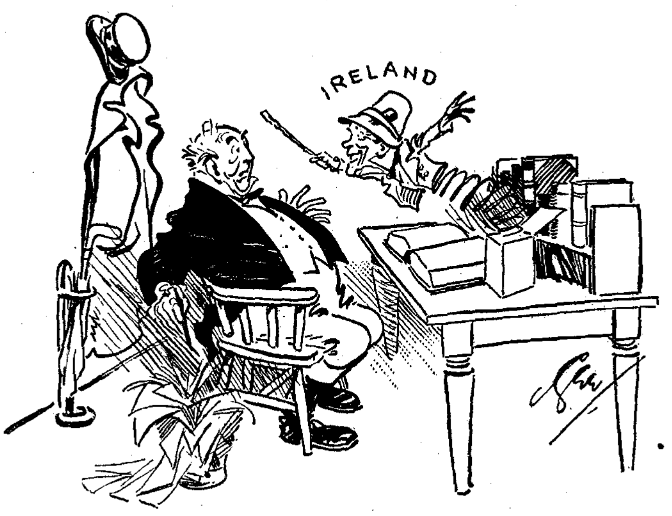
The London *Observer* backs the Ulster claim that Ulster was not a partner to the provision which provided for the Boundary Commission, and adds that it is a matter of life and death that she should not be placed on that Commission in a position false to her own necessities and to the intentions of the Treaty. On the other hand, the London *Daily Chronicle* remarks: "The duty of the British Government is quite clear. It must implement the Treaty. If we do not carry out our part in regard to the Commission, we leave Mr. Cosgrave defenseless against the Republican extremists."

As indicative of the Free State attitude, the Dublin correspondent of the London *Sunday Times* cites the statement given by President Cosgrave of the Irish Free State to the Chicago *Tribune*, and tells us that it has been widely copied in the Irish press. We are told that "in the presence of the Attorney-General," President Cosgrave said:

> "The Treaty was not made with a part of Ireland, but with the whole of Ireland, for whom our plenipotentiaries spoke. But to satisfy the fears and prejudices of some Irishmen in the Northeast, they were given in Article 12 the right to opt out of the Free State by presenting an address to the King to that effect. Article 12, however, goes on to make an important provision, for it says: 'Provided that if such address is so presented a Commission consisting of three persons, etc., shall determine the boundaries.' We hold the whole situation is governed by the word 'Provided.'
>
> "If Ulster persists in refusing to appoint a Commissioner, her process of opting out becomes incomplete, and she automatically reverts to her original position as part of the Free State.
>
> "It will be our duty then to provide for the Government of Ulster as far as our powers go. Under the Treaty, of course, Ulster retains her separate provincial Parliament, with control of certain of her public services. The only difference is that the reserve powers now exercised by the British Parliament would be exercised by the Irish Parliament, and the members elected in Ulster to the British Parliament would sit in Dail Eireann. Our first duty would be to provide for the elections of members of Dail Eireann from the Ulster area, and that will be done as soon as the position is clear. It would be the duty also of the British Parliament to dismiss the Ulster M.P.s now sitting there, as they would have no status in that Parliament."

On the subject of the Catholic population in the counties of Tyrone and Fermanagh, the Dublin correspondent of the London *Sunday Times* tells us that the Catholic majorities in these two counties have remained constant since 1861. The figures are as follows: Tyrone—1861, 56.5; 1871, 55.6; 1881, 55.5; 1891, 54.6; 1901, 54.73; 1911, 55.39. Fermanagh—1861, 56.5; 1871, 55.9; 1881, 55.8; 1891, 55.40; 1901, 55.32; 1911, 56.18. The Londonderry *Derry Journal* declares itself with fervor as follows:

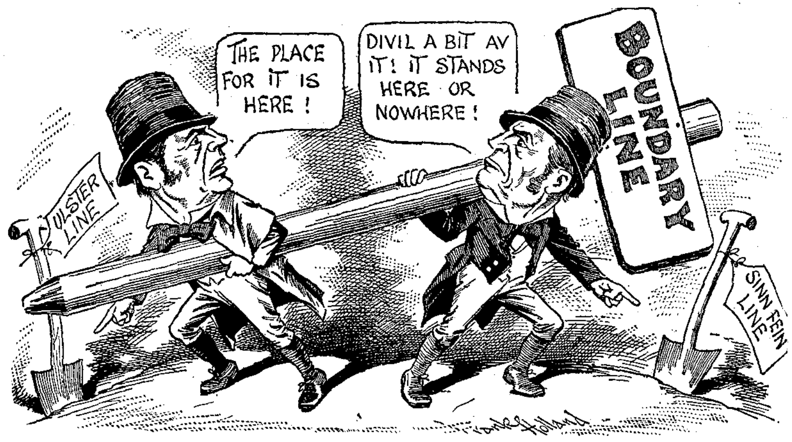
> "A treaty has been signed. To uphold it the hills of Ireland have been drenched with the blood of her sons; the terms of the instrument have been up to the present faithfully adhered to by both sides, and the onus lies upon the Imperial Government to speedily carry it out in the letter and in the spirit. The issue rests between that Government and the subordinate one in Belfast. It remains to be seen whether threats of civil war such as were contained in the monstrous production issued yesterday by the 'Ulster' Association will prevail to have the Treaty scrapped and justice denied to the only people sacrificed in this quarrel—the Catholics of the Six Counties. Right-minded thinking people conversant with the historic electoral battles for Irish freedom fought and won in Tyrone, Fermanagh, and Derry City before the Great War, in which, by the way, Ulster Catholics played as heroic a part as the Protestants, will brush aside the conglomeration of contradictions and inconsistencies comprised in these precious twenty points, which would not do credit to a fifth standard school-boy, and will concentrate their attention on the real issues—the proviso in the bond—with which the honor of Great Britain—for what it is worth—is bound up."



AT IT AGAIN

JOHN BULL: "Good gracious! I thought I had quieted you."

—*News of the World* (London).


THE PLACE FOR IT IS HERE !
DIVIL A BIT AV IT! IT STANDS HERE OR NOWHERE!
BOUNDARY LINE
ULSTER LINE
SINN FEIN LINE

A BRITISH THRUST

"Our feud is dead," the Irish said,
"And this shall be our sign;"
Then straightaway began the fray
On where to draw the line!

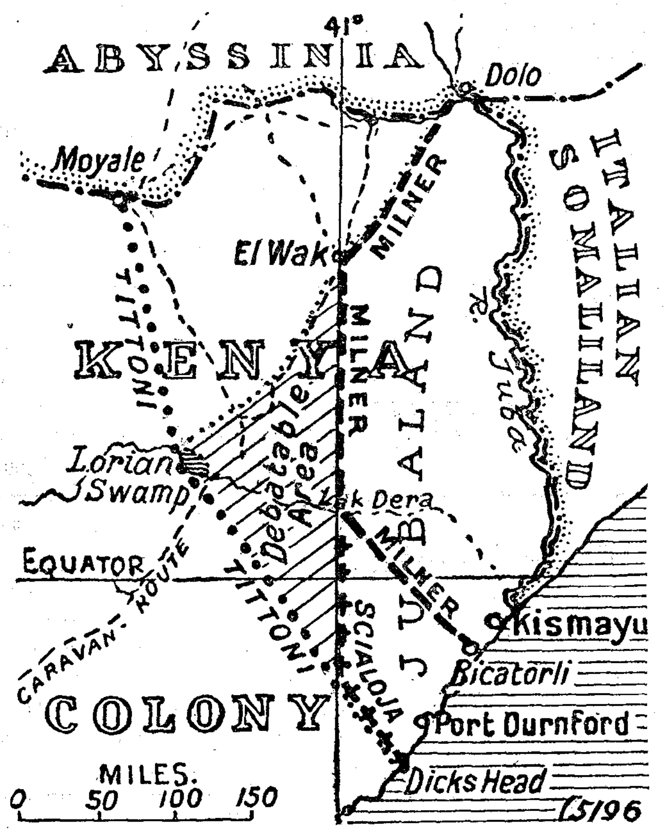
—*John Bull* (London).

By way of balance we have as representative of Ulster opinion the high praise of *The Northern Whig and Belfast Post* for Sir James Craig's statement that under no conditions would he be "a party to appointing some one, whoever he may be, to take part in the partitioning of her people from the land that they love and that I love" and it goes on to say:

> "Here is a declaration that can only be interpreted in one way. It is a firm and honest utterance, the deliberate, final expression of the whole of the speaker's mind on the subject, meant to be taken by all who read it at its absolute face value. Earlier in the speech Sir James had proclaimed his belief in the thoroughly British 'spirit of compromise, of give and take.' But compromise is only possible between two parties, both of whom put all their cards on the table, and between whose objectives there is really no irreconcilable difference. These conditions do not obtain in the matter of the boundary. When Sir James Craig hoped they might obtain, and thought that they did, he entered in perfect good faith into negotiations with Michael Collins. He soon found that the materials for a compromise did not exist; that the purpose of the Free State Government had in view was to wipe autonomous Ulster off the map; to banish the Union Jack, and all that it symbolizes, from the Six Counties, as they are now banished from the twenty-six."

ITALY'S GAIN OF LAND IN AFRICA

ONE OF THE SETTLEMENTS between nations which are overshadowed by paramount issues resulting from the war, but nevertheless are of deep importance, we are told, is the amicable adjustment of the dispute between Britain and Italy over Jubaland. By this agreement Italian possessions in Africa are enlarged by approximately 34,000 square miles, and London press dispatches give credit for it to the direct negotiations between Prime Minister MacDonald and Premier Mussolini. The territory to be transferred is taken from the Kenya Colony and added to Italian Somaliland. This cession of territory, we are reminded, is based on Article XIII of the Pact of London, by which England and France, before Italy came into the war, guaranteed Italy some colonial compensation in Africa in case England and France should take over the German Colonies there. A Rome dispatch to the *Progresso-Italo Americano* (New York) advises us that the agreement has been reached in accordance with the convention of 1920 between the Italian Minister of Foreign Affairs Scialoja and Lord Milner. The territory ceded to Italy, we read, is included between the course of the Juba River from the port of Kismayu to Dolo on the east and on the west along a line from Dolo to El Wak water-wells and thence southward to Dicks Head, leaving Port Durnford in Italian territory. The Lorian Swamp, we are told, which is very important as a water source of supply for the cattle of the natives, remains within English boundaries.



From the London *Times*

ITALY'S NEW POSSESSION

According to the MacDonald-Mussolini Agreement the territory ceded to Italy next to Italian Somaliland follows the course of the Juba River from Dolo to Kismayu Port on the east, and on the west from Dolo to El Wak water-wells, and thence to Dicks Head, leaving Port Durnford within the Italian boundary.

The London *Times* recalls that soon after the war, France and Italy settled the claims of Italy on France for a small part of Tunisia, and it goes on to say that in 1919, during the Paris Conference, Lord Milner proposed a boundary line touching on Italy's claims from Britain for "a corner of Kenya Colony that marches with Italian Somaliland." But Lord Milner's proposal did not satisfy Italian requirements, and *The Times* relates:

> "He therefore subsequently (1920) consented to its extension, in return for which the Italian delegate, Signor Scialoja, undertook to renounce certain prescriptive Italian rights in Zanzibar. Had the bargain been clinched at that time a good deal of subsequent friction might have been avoided. But the matter was allowed to drag on, and since then various other points have been raised which complicate and retard the issue. The British Government made the stipulation that if Italy got the Milner-Scialoja line she was to prevent the native tribes who dwell to the east of it from crossing it periodically in order to reach the wells which lie to the west of it. This task—a difficult one in an equatorial desert—Italy felt unable to undertake. She suggested, however, that if the territory west of the proposed line were made over to Italy up to and including the wells in question, the nomadic habits of the natives would not result in international incidents, for they would then not have any frontier to cross. This ingenious proposal did not commend itself to the British Government, for various reasons, mostly of a technical character, such as the fact that an important caravan route would thereby be made to cross and recross an international boundary. The idea seems, however, to have been entertained—to the extent that at some time or another the British Government suggested that some such arrangement might be possible, if the islands of the Ægean known as the Dodecanese were ceded by Italy to Greece."

The sequence of these negotiations has not been fully divulged, according to *The Times*, which calls attention to the fact that at some point of time when Lord Curzon was Foreign Secretary the question of the Dodecanese came up as "a connected question" but *The Times* holds that the connection is "factitious rather than essential."

According to some newspapers Prime Minister MacDonald's decision reverses the stand of former Foreign Secretary Curzon that the Jubaland question could not be dissociated from the question of the Ægean Islands, and that no cession of British territory in Africa was possible until the problem of the return by Italy of the Dodecanese to Greece had been solved. It is noted by some, too, that the settlement gives Italy considerably more land than the previous Government was willing to cede. So it is predicted that when the agreement comes up for ratification it will encounter heavy criticism in Parliament not only from the Tories, but from the Imperialistic wing of the Liberal party, which does not like handing over British territory even on the basis of a pledge made in the war days.

Among the Italian press, the Rome *Giornale d'Italia* says that the originally preferred British request for the return by Italy of the Dodecanese to Greece, "or rather to the British naval conception," indicates that "England has too soon forgotten that Paragraph VIII of the Pact of London recognizes 'the complete sovereignty Italy possesses over the Dodecanese Islands which Italy at present occupies.'" This daily adds:

> "It is absurd to pretend that the cession of Jubaland to Italy should be dependent on the correlative cession of the Dodecanese by Italy. The cession of Jubaland has already its correlative established by the London Pact ascribing the German Colonies to England and France. Italy was excluded from the benefit of the division of these colonies. The only thing left for her was the rectification of the boundaries between Lybia and Tunis and along the Juba River. It is atrocious now that these crumbs of the banquet of the German Colonies should be grudged. The duty imposed upon the British Government by the London Pact was explicitly recognized by the British Government in the agreement signed in Paris September, 1919, which purely and simply promised the cession of Jubaland to Italy, independent of any other question whatsoever. There is no connection between the Jubaland and the Dodecanese, and there is no argument to make one dependent on the other."

An illuminating view of Italy's reasons for wanting this territory is provided by this same Rome newspaper, which calls attention to the fact that while Italy possesses on the Indian Ocean a colony, "altho not very rich, one not to be despised," yet it is without a harbor, and we read:

> "It is well known that the low and rectilinear coast from Ras Hafun to the mouth of the Juba River is unnavigable for the

most part of the year even for the small tonnage vessels, on account of the monsoons. Because of this disadvantage the modest value of Somalia is greatly reduced. Besides the Juba harbor there is the relatively safe one of Kismayu, which forty years ago passed to Italy while Germany and England were contending with each other over the Zanzibar Sultanate. But Kismayu went to England when she established the British East Africa recently named 'Kenya Territory,' after the name of its principal mountain, Kenya, while the Deutsch-Ost-Africa has been called Tanganyika after the famous lake that delimits it.

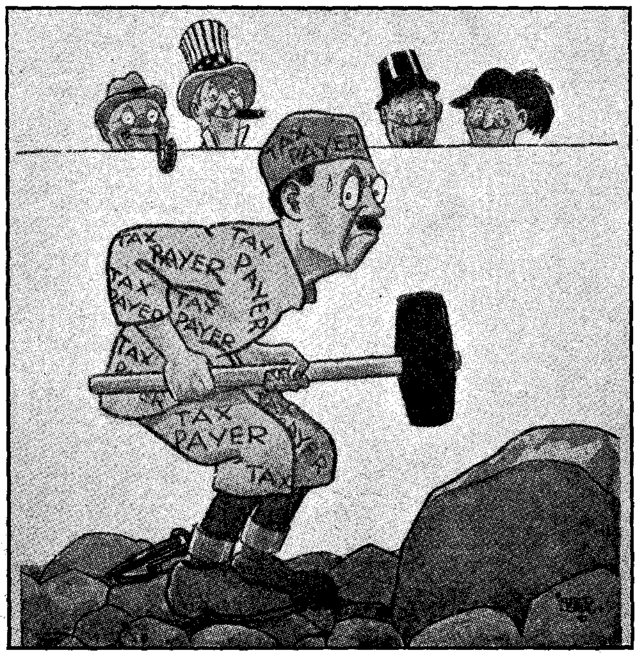
"Merely to give southern Somalia a harbor, Italy has not asked for a ruling in her favor of the boundaries of Lybia and Eritrea, but for those of Somalia. She has also asked for a proportional hinterland, that is to say for a portion of territory which from the Indian Coast goes as far as the Ethiopian boundaries, and represents in some way the right side of the hydrographic basin of the Juba River. From the point of view of the geographical configuration the Italian claim is sound. We have imposed no artifice in a continent where territories have been and are still being split into so many pieces regardlessly. We ask for a region already delimited by nature. Has it any economical or ethical value? Of the seven provinces into which the English Kenya colony is divided the Jubaland is the most squalid. Could we be more discreet?"

The question of the Dodecanese ceased with the making of the Lausanne Treaty, which recognizes the Dodecanese as a *de jure* Italian possession, says the Rome *Tribuna;* and a London editor admits that the islands must be considered "a matter between Italy and Greece alone."

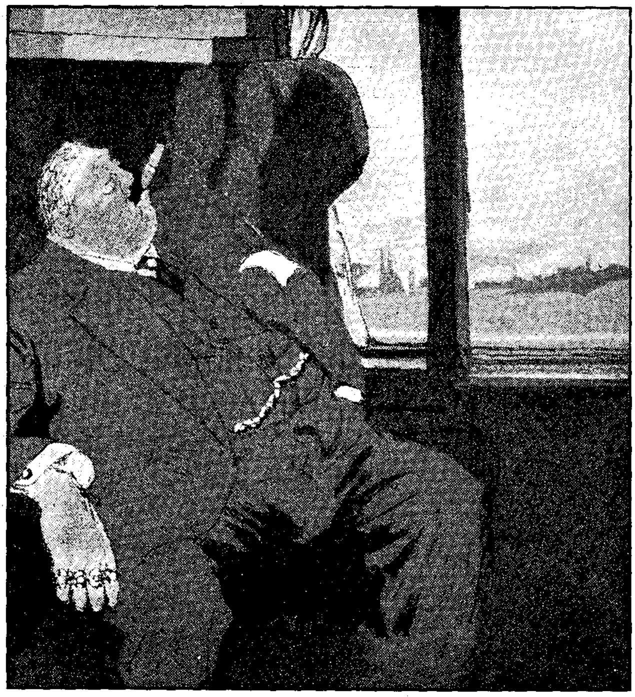
GERMANY'S RICH TOURIST DRIVE

THO GERMAN DRIVES in the war were stopt by the Allies, it is noted cynically among the Italian, French, and the British press and in letters of Americans in Europe to some of these newspapers that no way has been found to stem the drive of Germany's rich tourists or the charity drives of Germans at home for foreign contributions. Even the tax of 500 gold marks imposed by the German Government on all pleasure travelers is conceded by some German editors to be unavailing as a deterrent. Italy, it appears, has from early in the year been deluged with German visitors, so that the Italian press speaks of the condition as the "German inundation." Wilbur Forrest, Paris correspondent of the New York *Herald Tribune*, writes that "from Cairo and the Valley of the Kings, straight across the pleasure and sightseeing zones of Europe—along the coasts of the Mediterranean and the Adriatic, in the de luxe resorts of Italy, under the sunshine of Sicily and northern Africa, in Rome and Monte Carlo, throughout Switzerland and in Paris, even on the scarred battle-fields of northern France—hordes of tourists out of Germany are disporting themselves."

To the Paris *Herald*, an American in Europe, described as "the mayor of a city on the Pacific coast," writes that after six weeks in the various countries of the Mediterranean and about

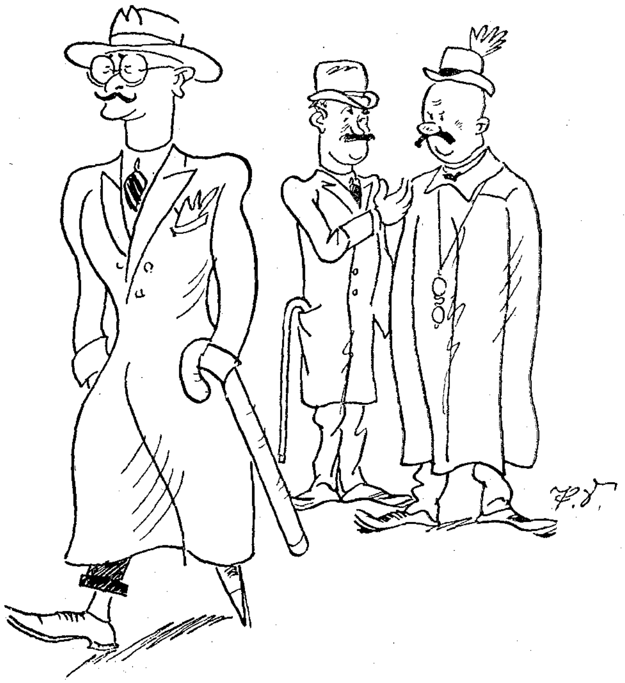


BRITAIN'S HARD-LABORING TAXPAYER DOES ALL HIS TRAVELING AT HOME
—*London Opinion.*



HE SHOULD WORRY

THE PROFITEER: "As to the traveling tax of 500 gold marks—I'm glad to pay it to get away from the eternal whining of the middle class."
—*Simplicissimus* (Munich).



HOW THE GERMANS IDENTIFY

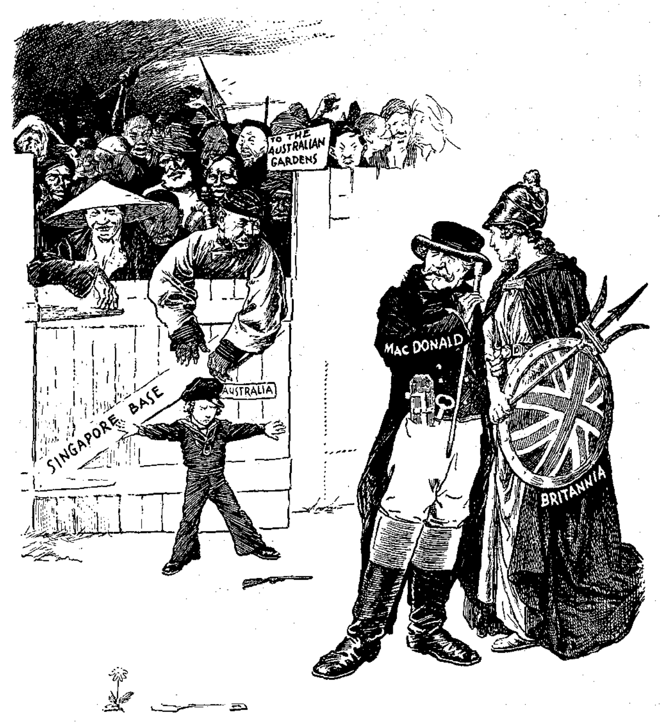
"That fellow can't be so rich as we thought he was. He hasn't gone to Italy with the thousands of our countrymen."
—*Lustige Blaetter* (Berlin).

GERMAN SATIRE ON GERMAN SPENDERS

three weeks in Italy, he finds that "the Germans seem to outnumber all other tourists combined," and he adds:

"They demand and get the best of accommodations and have plenty of money to spend for champagne, guides, high living and for shopping. Their women are well gowned and wear an extraordinary amount of jewelry.

"In addition, most of these Germans are a crowding, elbowing lot, such as we seldom if ever see in decent society. They are never willing to wait their turn at a ticket window or elsewhere, but push right in at the head of the line, no matter how long others have been waiting.



ABANDONED?

BRITANNIA: "Think again, Ramsay, think again!"

—*The Bulletin* (Sydney, Australia).

"You may imagine, then, with what emotions we Americans read of the ten-million-dollar appropriation by the House of Representatives for the benefit of the 'starving Germans.'

"The German people have been humbugging the whole world (except France) for the last five years, and I think it is high time to open our eyes."

The Milan *Corriere della Sera* tells us that in the early spring there were about 70,000 Germans "moving gaily to and fro from the Alps to Sicily," and it continues:

"The hotels of the upper Adige, of Lake Garda, Genoa, San Remo, Rome, Palermo and Venice are full of Germans. At Milan the normal season for the arrival of foreigners began a month and a half earlier than usual because of the Teutonic eruption, which took up three-fourths of the lodgings at disposal. Rooms are engaged en masse in advance, and the hotel-keepers have been counting on a full-up season until summer.

"As to the question of wealth—Germany's new money, the Rentenmark, which is worth about five Italian lira, has acquired stability because the German Government has limited the issuance of it to four milliards guaranteed by collateral fixt on immovable possessions. In Germany, these tourists say, one knows how much one earns and how much one may spend. The middle classes, who are working themselves madly, manage to lay aside a little money for the annual voyage."

The prodigality of German spending leads this Milan newspaper to remark that the really victorious countries, Britain, Italy and France, can not afford to spend as Germany does, because they are smothered under debts and taxes. It adds that in Sicily German luxuriousness is mostly to be noted, for there they have the best hotel accommodations, engage automobiles for whole days, at no matter what price, and drink only champagne. From Taormina the co respondent of the London *Morning Post* writes:

"The Italians look with stupefaction on the spectacle of these 'poor conquered Germans,' who eat, drink and spend regardlessly the pounds sterling and the American dollars which they swept up in their colossal speculations on the mark two years ago. Amazed also are the American tourists in Italy, who have crossed the Atlantic with their hearts still beating to the propaganda Germany played in America for 'starving Germany.' Of a sudden these Americans find themselves in the presence of an avalanche of Germans who eat from morning till night and are able to spend much more than the Americans."

On the other hand, the Manchester *Guardian Weekly* tells us that the rich traveling tourists are "only a small proportion of the German people" who have made money out of the depreciated exchange and are now having a good time in disregard of the suffering at home.

AN AUSTRALIAN WORD ON SINGAPORE

SINGAPORE IS "NOT DEAD, BUT SHELVED," in the opinion of some Australian editors, who refuse to consider the British Labor Government's abandonment of the plan to build a naval base in the Indian Ocean as the last word on the subject. A firm skeptic in this regard is the Sydney *Bulletin*, which remarks rather sarcastically that the Labor Government, which has "successively jettisoned the capital levy, the revision of the Versailles Treaty and disarmament, had to make some concession to its supporters, who imagine that a Power like England, which won greatness by the sword, can hold it with the Sermon on the Mount." *The Bulletin* goes on to give an example of the "rank ignorance in regard to the perilous position of the Commonwealth, which prevails in reputably knowledgable circles," by quoting the contention of Joseph Carruthers, an Australian, who has been "a New South Wales Minister off and on for the past thirty-five years," to the effect that:

"The only satisfactory scheme for the defense of British and Australian interests in the Pacific is in the securing of an adequate white population in Australia. The twenty or thirty million pounds proposed to be spent on the Singapore base would produce better results if the same money were spent in settlement in the northern parts of Australia, or even in any part of this continent. Until Australia is able to defend herself, and she can only do that with the adequate population, no naval base outside of Australia will make her safe."

Of course man-power is what is needed, *The Bulletin* admits, but in the meantime it calls attention to the fact that experts all over the world "agree almost unanimously as to the capital ship being the king-pin of modern naval defense," and it proceeds:

"We have no capital ship and no right under the Washington Agreement to start building one during the next nine years. We have no dock capable of taking a capital ship; no likelihood, without the stimulus of another World War, of finding a government ready to build a dock; . . . no oil nearer than the East Indies; no plant capable of turning out the most modest type of naval or field gun; no munition or small arms factories worthy of the name, and not enough naval or military stores to last out a day of warfare."

Nevertheless, *The Bulletin* believes that once it is understood that the politicians are serious again on the question of naval defense there should be no difficulty in attracting recruits, and what is more—

"It should be equally easy to create a public for the Singapore scheme, which is the second great defense issue now facing Australia. . . . The majority of the electors of the United Kingdom probably never intended or desired that the challenge to participate in the scheme or perish nationally should have been presented to us so bruskly. The dock-building project was to have insured our sea-borne trade as well as that of England, and given us a dreadnought and a refitting and refilling base. Now that it has been dropt on the score of expense, we have no excuse for affecting to misunderstand the position. Like so many of life's problems, it boils down to a plain matter of money. Our term of loafing on the Mother Country is definitely ended."

SCIENCE AND INVENTION

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MACDONALD: GREAT BRITAIN

MARX: GERMANY

HERRIOT: FRANCE

MUSSOLINI: ITALY

LEADERS OF TWO NORDIC AND TWO LATIN NATIONS

NORDICS AND OTHER PEOPLE

EDUCATION AND EUGENICS may after all accomplish much, even among those who have not the advantage of "Nordic" birth. So concludes Prof. William C. Bagley, who contributes a leading article on what he calls "pro-Nordic propaganda," to *The Educational Review* (New York). Professor Bagley describes himself as a "rational equalitarian," and he particularly objects to the conclusions of Prof. Carl C. Brigham of Princeton, who in his recent work, "A Study of American Intelligence," adduces the Army intelligence tests to support his contention of a super-race of Nordics. As the existence and superiority of this race has been recognized, so it is claimed, in the new immigration legislation, Professor Bagley's criticisms have much interesting matter in them. His main contention seems to be that the Nordic propagandists have entirely left out of account the influence of good systems of education and training. He writes:

> "While no one can seriously doubt the general superiority of the whites over the negroes in native intelligence, the Army tests show clearly the tremendous influence of good schools in stimulating the growth of intelligence and the corresponding handicap imposed by poor schools. In the Army report will be found tables that distribute by States the scores made by literate negroes.
>
> "One finds that the literate negroes from Illinois not only surpassed the literate negroes from the South but also achieved a median score above the median scores of the literate whites from nine Southern States; that the literate negroes from New York surpassed the literate whites from five Southern States; that the literate negroes from Pennsylvania surpassed the literate whites from two Southern States; while for all Northern negroes reported, the median Alpha score surpasses the median Alpha score for the whites of Mississippi, Kentucky, and Arkansas.
>
> "In view of the fact that the Southern whites, according to Professor Brigham's method of determining Nordicism, represent about the purest Nordic stock in the country, two alternatives are open: either he must grant that schooling did affect the intelligence-ratings, or his theory of Nordic superiority is knocked into a cocked hat.
>
> "Massachusetts and Connecticut have been literally overswept by a Mediterranean tide. And yet Massachusetts and Connecticut stand right up in the front rank among the forty-eight States on every measure of intelligence and efficiency that I have been able to apply. They are surpassed only by the Far-Western States, and on some counts not even by these. What happens to the claim of an inevitable Nordic superiority in the light of such a comparison?
>
> "If the Nordic stock is so far and away superior in native intelligence, and if superior native intelligence will inevitably provide good schools as part of the 'heritage' that it passes on to its children, how comes it that the States in which the white population shows the highest proportions of Nordic blood have both the poorest schools and the lowest white 'intelligence' as measured by Army Alpha, by adult white literacy, by the distribution of public libraries, by the proportion of leaders produced, and by every other standard that has been suggested?
>
> "If Professor Brigham will compute (using his own interesting formulæ) the per cent. of Nordic blood in the white populations of the several States and then correlate 'Nordicism' as thus determined with white intelligence as indicated by Army Alpha (or any like measure) he will obtain a very respectable negative correlation (around -.50).
>
> "In other words, if Professor Brigham's assumptions and methods are valid, the actual facts revealed by the Army tests prove just the reverse of the contention that he has set forth. Truly one may understand how William James felt when he wrote, a quarter of a century ago, 'If the Anglo-Saxon race would drop its sniveling cant it would have a good deal less of a "burden" to carry.'
>
> "If we pass to Europe, we might ask Professor Brigham to explain why the most stable and promising nation on the Continent to-day is Czecho-Slovakia—a country, the dominant peoples of which are listed by Mr. Madison Grant as true Alpines, closely akin to the Poles whom Professor Brigham apparently regards as the last word in Alpine inferiority."

Professor Bagley has no doubt, he says, that the pro-Nordic enthusiasts have plausible explanations for all of these apparent inconsistencies. The Irish, Italian, Hungarian, Greek, Portuguese, and French-Canadian elements in Massachusetts and Connecticut may be Nordics in disguise. The tall, long-headed, blue-eyed whites that people the southern Appalachian uplands may be transformed overnight into stubby Alpines or swarthy Mediterraneans, and thus save the "Great Race" from the stigma of illiteracy and low scores. He goes on:

> "The negroes who came north, and whose children trained in Northern schools made as a group better scores than many of the Southern whites, may have been pale negroes with strong

admixtures of real Nordic blood. And Czecho-Slovakia, now that it has achieved a highly distinguished place among the nations, may suddenly be revealed as a Nordic island, surrounded on all sides by Alpine seas of Croats, Wends, Serbs, and Magyars. The collective imagination of our pro-Nordic writers has already demonstrated its agility; what it may be able to do when prest I can not venture to predict.

"In the meantime, those of us whose imaginations are cribbed and confined by a prejudice in favor of facts will find in good schools and an effective educational stimulus an explanation for these phenomena that is reasonable, hopeful, and humane. Massachusetts and Connecticut have kept up the ideal of good schools, and while they have been overswept by a Mediterranean tide, and while they have sent to the Western States innumerable scions of their original Nordic stock, they still maintain a high rank among our most intelligent commonwealths. Can any one doubt that they will retain their leadership if only they keep alive their faith in good schools?

"The Nordics in the Southern States, even when playing the rôle of a dominant race, have discovered that without good schools both for their own children and for the children of the subject race, they are hopelessly handicapped in competition with the 'Mediterraneans' of New York and New England and the 'Alpines' of the Middle West. And as for Czecho-Slovakia, the clear explanation of her present status is to be found in a tradition of mass-education which dates from the era of Comenius and which, long before the outbreak of the Great War, had given to Moravia, Bohemia, and Silesia a literacy rating unsurpassed on the Continent."

In short, the writer concludes that the advocates of Nordic superiority present conclusions that suggest no possible solution "short of measures which, if put into effect, would quickly entail an interracial war." Into such a maelstrom, he believes, pro-Nordic propagandism is certainly heading. He continues:

"Against this drab picture, I may be permitted to project the constructive program of the rational equalitarian. Because it is rational this program does not quarrel with facts; hence it does not deny racial differences in intelligence-levels. It recognizes a high degree of probability that the negro race will never produce so large a proportion of highly gifted persons as will the white races.

"It recognizes a possibility that certain of the white strains may be more prolific in talent and genius than certain others; but it also holds that, in the present state of knowledge, invidious distinctions can not safely be drawn among Nordics, Alpines, and Mediterraneans in this regard. It holds, furthermore, that the level of effective intelligence in any group of whatever race can be substantially raised through education.

"In support of this tenet it cites the investigations which prove beyond cavil that schooling exerts a positive and powerful influence in stimulating the growth of native intelligence.

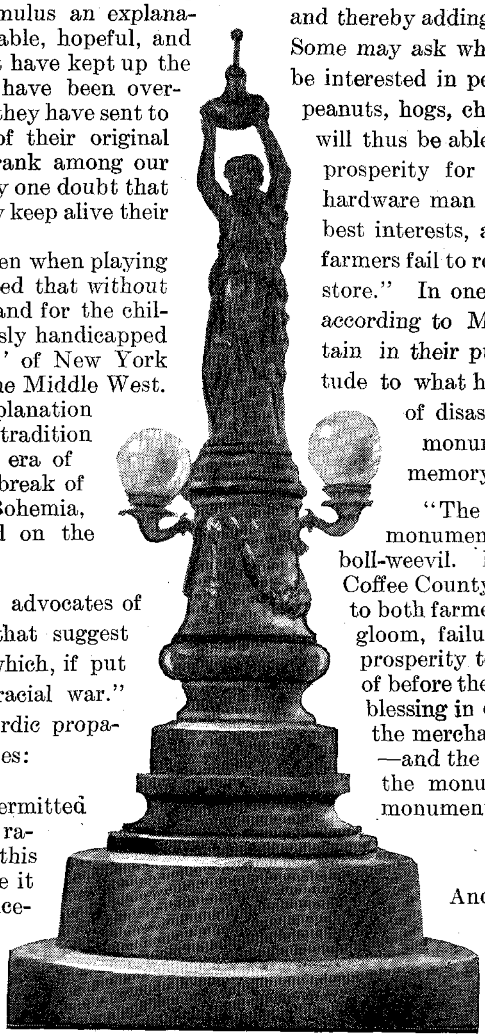
"Resting his case upon these facts and assumptions, the rational equalitarian proposes: (1) a vast extension of educational facilities and a far-reaching refinement of educational materials and methods; and (2) among other objectives, the direction of educational agencies toward the establishment of the ideal of race-purity in all major races, and a voluntary acceptance of eugenic practises to the end that, in all races, the reproduction of less worthy stock may be reduced. He holds that coercion can never accomplish the ends that eugenics seeks but that appropriate education may lead to the desired practises. He holds especially that to seek these ends through either the annihilation or the subjugation of certain races would sound the death-knell of any race that undertook it—just as the thoroughly analogous effort on the part of a certain well-known nation has apparently sounded that nation's death-knell. He holds, then, that whether his proposals will work or not (and the clear indications are that they will work), they constitute the one and only hope of humanity."

A MONUMENT TO THE BOLL-WEEVIL

THE BOLL-WEEVIL is not usually given credit for being an advance agent of prosperity; but it has actually filled this office in more than one Southern town, we learn from an article in *Good Hardware* (New York), by Carl W. Dipman. Loss of the cotton crop in these localities forced the farmers to try others, thus introducing diversification of farm products and thereby adding to the incomes of the local agriculturists. Some may ask why an organ of the hardware trade should be interested in persuading the cotton farmer to raise more peanuts, hogs, chickens and cows. The answer is that he will thus be able to buy more hardware, a result that means prosperity for everybody concerned. In fact, the local hardware man is urged to make the farmer see his own best interests, and one dealer says plainly: "Should the farmers fail to rotate their crops, keep the hardware in the store." In one town, Enterprise, Alabama, the citizens, according to Mr. Dipman, have actually erected a fountain in their public square bearing an inscription of gratitude to what has usually been considered the harbinger of disaster. This, says Mr. Dipman, is "the only monument in North America erected to the memory of a pest." He writes:

"The citizens of Enterprise, Alabama, erected a monument to the memory of their one-time enemy, the boll-weevil. In 1915, the boll-weevil ravaged the farms in Coffee County, Alabama. It spread destruction and ruin to both farmers and merchants. There came a period of gloom, failure, then poverty. Then came a new day of prosperity to Enterprise—a prosperity never dreamed of before the coming of the weevil. The weevil proved a blessing in disguise because it taught the farmers and the merchants the prosperity that follows crop rotation—and the raising of poultry, hogs and cows. Hence the monument. Therefore the inscription on this monument, which reads:

In profound appreciation of
The Boll-Weevil
And what it has done as the herald of prosperity
This monument is erected
By the Citizens of Enterprise, Coffee County, Alabama.



Courtesy of *Good Hardware* (New York)

"THE ONLY MONUMENT TO A PEST"

Erected in an Alabama town to celebrate the prosperity that came when the boll-weevil compelled the farmers to turn from cotton to other crops.

"The experience of the business men in Enterprise has in it a valuable lesson for the business men of any farming community.

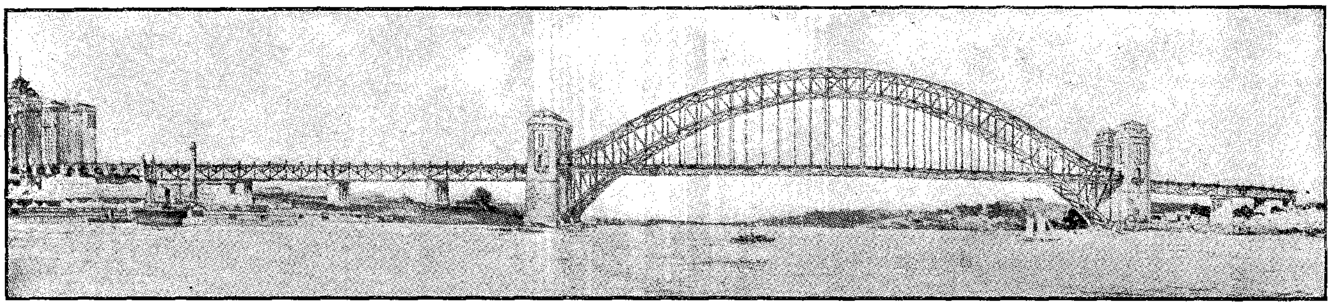
"Enterprise was confronted with disaster. The business men got busy and turned disaster into prosperity. What crop rotation and diversification of farming did in Coffee County, Alabama, teaches a lesson that can be applied in many other towns.

"Back in 1915, 'cotton was king.' But the yield was cut 60 per cent. by the devastating effect of the weevil. The planters were raked off their feet by one of the worst pests that ever blighted any country. Overnight poverty came and stared them in the face. In 1916, the backbone of that whole countryside was broken. The wolf was at the door, for the farmers of Coffee County knew nothing of diversification, and the bug had cleaned them out.

"But the city officials and the business men got together. They decided something must be done and done quickly. They saw farmers leaving the farms and the young men flocking to the cities. They saw a dying Enterprise. So they began preaching diversification—for the first time in the history of that section. Within one year Coffee County broke the world's record in the yield of peanuts, for a similar area, and also in the return in dollars and cents for hogs and cattle shipped. The farmers raised their own hay, corn, potatoes and other produce for home consumption, which they bought previously, when they raised only cotton. Coffee County has now become a flourishing cattle and hog market as well as a peanut market. Alabama now sells to the Middle West. Before, it bought only.

"By 1918 and 1919, this entire section had learned the lesson of diversification. As a result, the whole county was rolling in prosperity. It was not until after the coming of the bug that

Springfield, Missouri



THIS IS NOT THE HELL GATE BRIDGE, BUT A SIMILAR DESIGN, FIFTY PER CENT LARGER, FOR AUSTRALIA

Enterprise saw paved streets and sidewalks—paved at a cost of many thousands of dollars. The hardware stores did a flourishing business, and the same was true of other stores. Several small factories came to the city and the post-office rose from fourth-class to second-class. Handsome school buildings and fine churches, hospitals and beautiful homes were erected. All because the farmers learned to raise something besides cotton. Is it surprizing, then, that on one of the principal streets of this little city was erected, in December of 1919, a monumental fountain to the memory of the Mexican boll-weevil. This monument stands today as the only monument ever erected to the memory of a pest, on the American continent. The much-dreaded boll-weevil proved to be a blessing in disguise."

The Byrd Hardware Company of Ozark, Alabama, a neighboring town, witnessed about the same experience. In commenting on this situation, the manager made the following remarks:

"'Before the coming of the boll-weevil we had to give long credit from spring until fall. Everybody was mortgaged. If the cotton crop failed, everybody happened to be out of luck. When the weevil came, the farmers took advice. Diversified markets were established.'

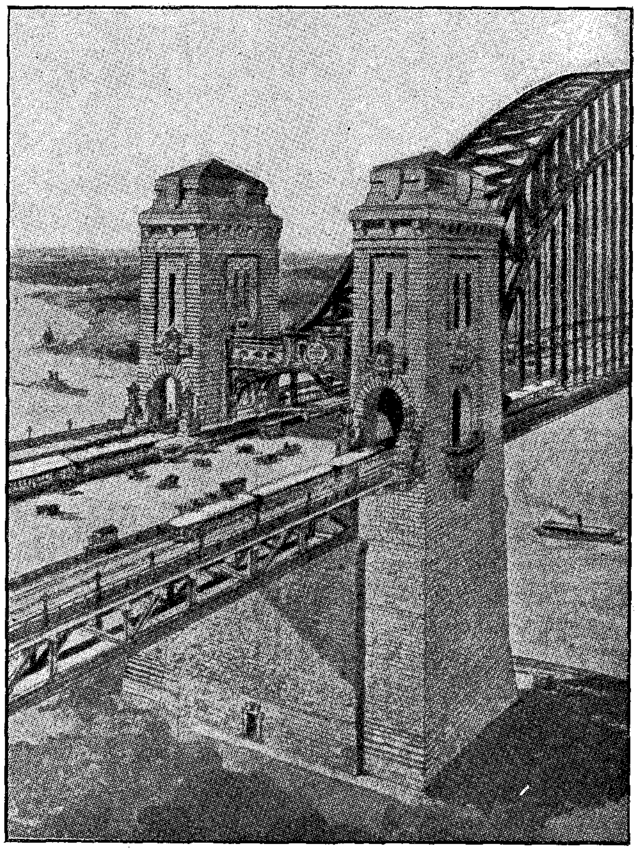
"When this man was asked what his advice is to other hardware dealers in one-crop sections, he replied:

"'Get the farmers to raise something else. They may not raise other crops than the staples, because there is "no market." Create a market. That is, a means of marketing the other crops in your town. Make the bankers compel the farmers to diversify—do not lend money or give credit until they do. Talk diversification when the price of one crop is high so they wont go back to it.'

"Mr. J. H. Singleton, editor of the Enterprise *Ledger*, summarizes the situation in this way:

"'Before the advent of the boll-weevil, this portion was a pauperized section. For about two years after the boll-weevil it was worse than that. My advice to hardware dealers in other one-crop sections is, for God's sake urge the farmers to diversify—that is, plant the money crop in two or three staple commodities. The one-crop system is the most foolhardy practise that the farmer ever adhered to.

"'Urge all farmers to do their level best to live at home and then put the remainder of the crop or money crop in at least two things. In the South cotton and peanuts form a healthy combination. We urge every farmer to have a good garden twelve months in the year; raise all the hogs he can; give much attention to poultry and cows.'"



Illustrations by courtesy of *The Scientific American* (New York)

PORTAL OF THE GREAT AUSTRALIAN BRIDGE

AUSTRALIA'S COPY OF THE HELL GATE BRIDGE

NEW YORK'S HELL GATE BRIDGE, enlarged 50 per cent., is to span the harbor of Sydney, Australia. *The Scientific American* (New York) tells us that the Australian designer has nowhere given credit to his American model; but after all, "imitation is the sincerest flattery," and doubtless Mr. Gustav Lindenthal, who planned the Hell Gate Bridge, will be content to leave it at that. The writer of the *Scientific American* article reminds us that among the natural harbors of the world, that at Sydney holds a commanding position. Landlocked, and approached by a single and extremely picturesque entrance, the harbor broadens out among the surrounding hills and represents not only abundant anchorage but a long stretch of shore-line suitable for docks and terminal facilities. He continues:

"Sydney harbor, however, labors under the same disadvantage as the port of New York, to the extent that the city is divided by a deep and wide waterway which cuts it in half. In this respect, the channel between Dawes Point and Milsons Point is as much an obstruction to free intercourse between various points of Sydney as the Hudson and East Rivers are between Manhattan, Long Island and Jersey City. Hitherto, transportation at Sydney has had to content itself with the lighter and the passenger ferry-boat, and in Sydney as in New York the problem of rapid transit across the waterway for many years has been the subject of much deliberation and planning.

"In *The Scientific American* of September, 1922, we published a drawing showing the proposed plans for a large cantilever bridge, designed by John I. C. Bradfield, the chief engineer, for crossing the channel at Sydney. In the interim, further study of the problem has been made, and the chief engineer made an extended tour in the United States, England and the continent of Europe to study the existing long-span bridges of those countries. Upon his return he enlarged the specifications for the Sydney bridge to include plans for bridging the channel with the great arch bridge which forms the subject of our illustrations. Tenders were asked from the engineers of the world. The successful bidder was the English firm of Dorman Long & Company, which in addition to its manufacturing plants in England, for many years has owned extensive works in Australia. The bids were made upon the design drawn up by Mr. Bradfield, as shown in the accompanying illustration. The total cost is about twenty-one million dollars, and the total weight of steel in the bridge will be 50,626 tons.

"It should be mentioned that the terms of the specifications, as laid down by the New South Wales authorities, called for the construction of a part of the steel work in Australia, the balance, including the heavier rolled members, to be imported from abroad, if so desired, should the successful bidder be a foreign firm. The tariff upon the imported steel, coupled with the high cost of American labor and the cost of transportation, placed a heavy handicap upon any United States competitor. The successful bidder, however, is in the advantageous position of possessing long-established works in Australia, which they intend to enlarge, building new mills, which will enable them to fabricate the bridge work in Australia and near the site."

The new bridge is favored by the fact that, on each shore, good rock, to take the thrust of the abutments, is found not far below the surface. Sydney harbor and Sydney are renowned for their beauty, and it was felt that an arch bridge, better than any other type, would harmonize with the surroundings; a decision with which the *Scientific American* writer expresses himself in hearty agreement. He goes on:

"On each shore the bridge will terminate in a massive tower, faced with cut granite, which will be of solid construction up to the floor of the bridge and above the floor will consist of two individual towers. The length of the bridge between the end pins will be 1,650 feet or 50 feet longer than the Brooklyn bridge in New York. The width of the floor will be about 100 feet. The great arch will be 180 feet deep at each portal and 60 feet deep at the crown of the arch. The clearance above water will be 170 feet, and the crown of the arch at its center will be about 400 feet above the water.

"To American eyes, and especially to New Yorkers, this design for the Sydney bridge will look strangely familiar. As a matter of fact, the design is based upon Mr. Lindenthal's famous Hell Gate bridge, and, so far as the skeleton outline is concerned, it is practically a 50 per cent. enlargement of that design. The similarity is observable even to the reversed curve of the upper chord of the bridge at the portal, which was used for the first time in the Hell Gate bridge, and was put in to obtain the necessary clearness for the traffic. Also, the system of triangulation in the arch is the same, and Mr. Bradfield chose also an odd number of panels, with counters in the central panel, all characteristic features in the Hell Gate design. If imitation is the sincerest flattery, as the old adage says, American bridge engineers should be gratified that in building this, the greatest steel arch in the world, its engineer should have come to America for his inspiration, and this in spite of the fact that nowhere in the specifications has the slightest credit been given to the designer of the Hell Gate bridge.

"It is of interest to note that, for its size, the Hell Gate arch is the heaviest in existence, and will continue to be so when the Sydney structure has been completed. The live load of the latter is 12,000 pounds per foot, whereas the Hell Gate live load is 24,000 pounds; this being due to the heavy test loading for Hell Gate of four continuous lines of the heaviest steam locomotives on the four tracks."

EVIDENCE GATHERED BY SUCTION—Microscopic examination of the dirt and dust upon the clothing of suspects is a new scheme of the French police to catch criminals, we learn from Science Service's *Daily Science News Bulletin* (Washington):

"After cross-examination, the suspects are stript of their clothing, whose superficial dust is first examined under a strong microscope. A vacuum-cleaner is next applied to draw out other dirt into a pan. In some instances a more thorough process, in which heating figures, is used to separate all particles of foreign matter. From the dirt thus secured the detectives determine whether the suspect has been telling the truth. One murderer tried to prove an alibi by saying that he had slept in an open field the night of the crime. Microscopic examination of his clothing showed that he had slept in a quarry. An unsuspected carpenter was connected with a murder by means of sawdust found on a piece of overall which the victim had torn from his assailant and which was found at the scene of the crime. The chief value of the new plan has been in breaking down the bravado of criminals. They frequently confess when shown that their first stories were lies."

FEVER AS A BLESSING

THAT THE HIGH TEMPERATURE of fever is simply a reflex action having for its object to speed up the production of disease-quelling elements in the blood, and hence that it is not desirable to oppose it, is the belief of a recent British experimenter, Dr. Heath, whose work is noticed in *The Lancet* (London). Says this paper:

"Long before the introduction of the clinical thermometer the meaning of fever was one of the most intriguing problems exercizing the mind of the physician, and even when it became possible to measure its degrees with accuracy but little light was thrown upon the matter. For many years a heightened temperature was regarded as evil in itself—very much as a heightened blood-pressure quite usually is now—and in the treatment of febrile conditions the main line of attack was directed toward its reduction.

"Experience of antipyretic drugs led to some doubts as to the actual benefit to be expected from a mere lowering of temperature, and experimental work showed that in infectious conditions some degree was certainly beneficial; animals kept at fever heat were able to withstand infections fatal to normal controls. The light-hearted use of antipyretics does not now hold a place in therapeusis, nor is the degree of fever looked upon to any great extent as an index to the gravity of the condition; none the less the why and wherefore of fever remains almost as much a mystery as ever.

"Some little light has been thrown upon at least one aspect of the subject by Dr. Oliver Heath in two communications recently made to the Royal Society of Medicine. Working partly upon himself with typhoid vaccines and partly upon typhoid patients, Dr. Heath has been able to obtain results indicating in a very clear and unequivocal manner that the course of fever runs parallel to the reduction below normal of antibody in the blood.

"Thus, on administering subcutaneously to himself 2,000 million killed typhoid bacilli, he found that a rise of temperature to 100 degrees F. was synchronous with a very considerable drop in the bactericidal power of his blood; the return of the temperature to normal on the day following the injection was associated with a restoration of the normal bactericidal power. Inoculation of doses of dead typhoid bacilli on ten successive days likewise produced irregular pyrexia, associated when the dose was sufficiently large with a demonstrable fall in the bactericidal power of the serum.

"Numerous other observations are recorded, all going to show that fever is always associated with a reduction below normal of antibody in the blood. This, in itself, is a valuable observation. Dr. Heath interprets his evidence to mean that this reduction is the actual cause of fever, and that the heightened temperature may be looked upon as in the nature of a reflex designed to speed up the production of more antibody to replace that used up. On the evidence Dr. Heath seems justified when he recommends that the use of drugs for the cure of fever should be discontinued."

FOOT-AND-MOUTH GERM FOUND?—The discovery of the germ of foot-and-mouth disease, with the probable elaboration of a preventive serum, has been announced by Dr. Heinrich Frosch and Prof. Robert Dahmen of the Berlin Veterinary Research Institute. We read in Science Service's *Daily Science News Bulletin* (Washington):

"The bacilli are too small to be seen with the highest power microscope, but by photography with light waves of short wavelength they are revealed as rods about one ten-thousandth of a millimeter in length, a millimeter being approximately one-twenty-fifth of an inch. These tiny bacilli clot together to form globules about the size of the red corpuscles of the blood and which can easily be seen with the microscope. The State Hygienic Institute and the Robert Koch Institute are now endeavoring to duplicate these results. If they are confirmed an effort will be made to find a protective serum against this disease, which in the past few months has caused millions of dollars loss to farmers, dairymen, and stock-raisers in California and in England.

"Outbreaks in widely separated parts of the world are of not infrequent occurrence, and the disease is controlled only by the severest quarantine measures, no means of prevention or cure being known."

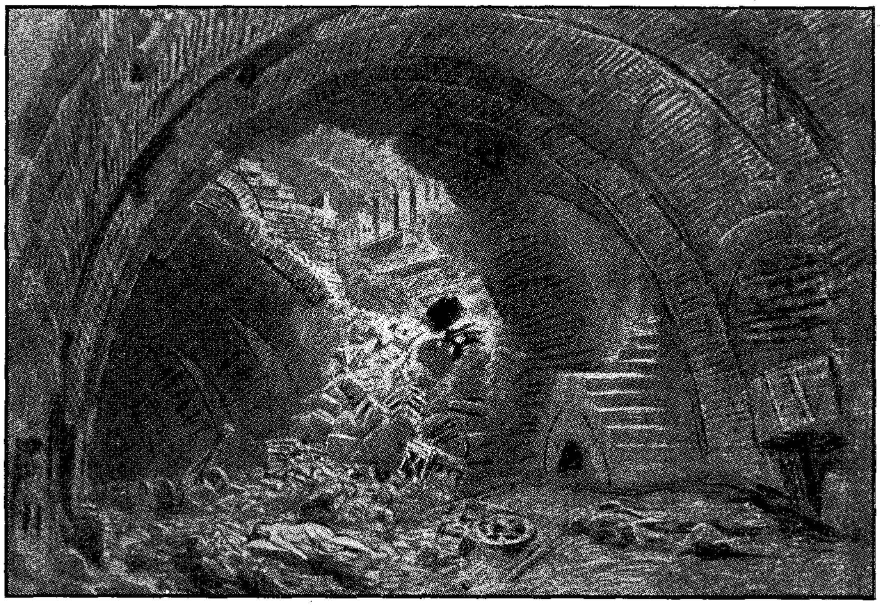
LETTERS - AND - ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

BOITO'S "NERO" AT LAST

This article is sent from Italy by the Editor of this Department, who witnessed the opera in Milan.

THE EARS OF ALL ITALY were intent on the evening of May 1 to catch the first strains of an opera that has been fifty years a-borning. Boito's "Nerone" was sung at last on the stage of Milan's La Scala. It was known for years before the composer's death, in 1918, that he was meditating a work on this great Roman theme, but no one, not even his intimate friends had heard a note of it. When he died the cry arose, "We shall never hear 'Nerone'!" But Boito had one trusted friend to whom he bequeathed the score, so far as it was finished, with discretionary power over its production. Even the orchestration, barely begun, was left to this friend to complete, and the work which has finally emerged under the direction of Arturo Toscanini is only in part the work of the original master. For one thing it is shorn of its entire fifth act. Nevertheless, it seems to have had a triumphant success at La Scala where the famous leader of the Metropolitan of years back, now holds sway. Not only musical Italy but the whole musical world has awaited this event, and so keen were all outside the charmed audience to know how it was progressing that even Mussolini turned from the affairs of State to ring the telephone at the end of each act to ask for the verdict.



From *L'Illustrazione* (Rome)

BENEATH THE CIRCUS MAXIMUS

The drawings with this article are by Professor Ludovico Pogliaghi, the well-known archeologist, "gifted with rare taste, and a fine theatrical sense," who designed the stage setting for "Nero." Into this crypt were thrown the bodies of victims "butchered to make a Roman holiday."

This final revelation, after so many years of expectant waiting, is called by the *Corriere della Sera* (Milan) a "grand, an austere event." It was impossible, says the writer of this notice, to disassociate from the event the memory of the composer. "He seemed, indeed, to assist in a great rite, celebrated in his memory. And it was a rite of grandeur unparalleled." The writer here mingles the thought of the reincarnation of Boito in the person of Toscanini. "Arturo Toscanini was, last evening, not only the master who, with a fidelity that was religious, had concentrated upon Nero' all his strength, his intelligence, his genius; but in a certain sense, he was the ideal presence of Arigo Boito."

Our own Chicago Opera Company may congratulate itself that it performed a part in this epoch-making event. One of the leading parts, that of *Asteria*, was sung by Rosa Raisa, while the well-known baritone, Marcel Journet, was cast for *Simon Magus*.

The story is here given from *Il Resto del Carlino* (Rome):

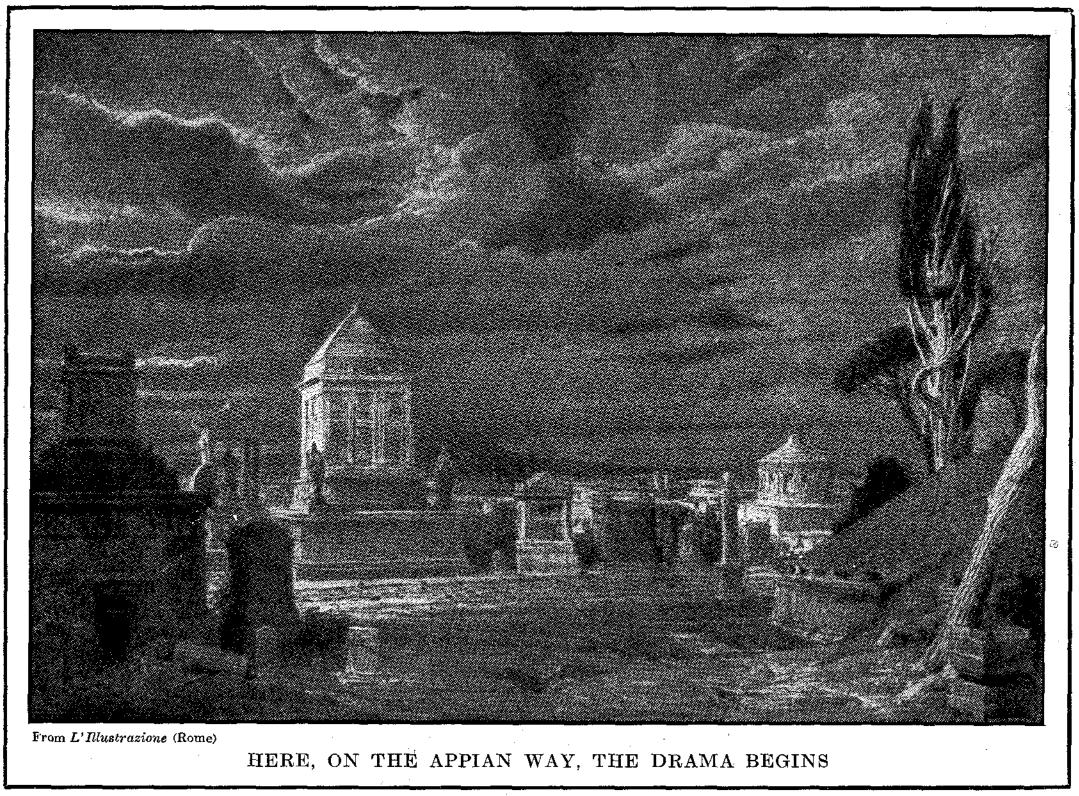
"There are five acts. The first takes place on the Via Appia. It is a moonlight night, but across the sky pass heavy, black clouds. From afar come mingled love songs, lamentations of beggars, babblings of drunkards, the hubbub of revelers and a mysterious but insistent howl against the matricide Nero.

"Tigellinus and Simon Magus are digging the grave that is to receive the ashes of Agrippina, and Nero comes upon them there, trembling because he is pursued by the Erinni and a mysterious voice that curses him. The funereal urn is already lowered deep into the grave when there rises mysteriously from the ground the figure of a woman. Tall and with serpents wound about her head and neck, she seems to Nero to be an avenging Erinni, and the matricide flees in terror. The woman is Asteria. She has hidden there to wait for Nero, with whom she is in love; Simon Magus recognizes her and counsels her to follow him in order that he may contrive to teach her how to overcome the Emperor.

"Throngs of priests stream by, as dawn brightens upon the Via Appia. Rubria passes, stopping to pray at the grave where Asteria is again crouching; she prays in the Christian manner, and Asteria hears her and is greatly moved, but can not follow her because she is so madly in love with Nero. Fanuel passes, and meets Rubria, with whom he converses timidly; he tells her of his pure love for her, sinner tho she is, but no one knows what her sin has been, for Simon Magus appears and interrupts their talk. It is already broad daylight, and Nero, followed by Tigellinus, prepares to return to Rome, and his faithful adherents also prepare, so his triumph is to be a gorgeous apotheosis, gay with bright costumes and joyous singing all the way to the city.

"The second act takes place in the temple of Simon Magus. A multitude of believers fills the temple and responds to the invocations sung by the priests, while miraculous phenomena occur. Then all is calm, the priests withdraw into their cella and reveal the falsity of their trade, they drink and make merry and salute the credulous people, who shower jewels and gold coins upon the sacristans. Asteria is there with them, and soon she will see Nero, for she is to appear to him standing upon the altar like a divine vision. Trickery and machinations are still in order and the Emperor arrives with a small retinue. He goes alone into the sacred cella, where Asteria appears to him; at sight of her he trembles and is about to flee in alarm, but the woman's features enable him to overcome his fears, for she can not pass for other than a mortal. Thus the machinations of Simon Magus become ridiculous; Nero understands everything and, when he beats the idols with his staff, out jump the actors who have wrought the miracle. Nero's followers enter, and Simon Magus, on the top of a tower, is about to demonstrate his miraculous power by flying like Icarus; Simon Magus then begs Nero that his feat be accompanied by a massacre of the Christians.

"The third act takes place in the quiet garden where Christians



From *L'Illustrazione* (Rome)

HERE, ON THE APPIAN WAY, THE DRAMA BEGINS

have assembled. It is sunset, and the Christians pray tranquilly as night closes in. Fanuel prays aloud and men, women, and children respond, creating an atmosphere of religious devotion. Rubria is still among the women. She approaches Fanuel, speaks to him sweetly and he listens to her, but wants to know what her sin was, and Rubria is about to confess it when Asteria comes and reveals to the Christians their danger of being persecuted.

"Soon comes Simon Magus, disguised in beggar's rags; he comes as a spy, but Fanuel recognizes him and proclaims who he is. All the Christians are eager to bring the false priest to justice, but Fanuel restrains them and tells them that if God has pointed out for them the path of martyrdom they must tread it gladly. So the Christians go in procession, singing hymns in praise of death and martyrdom.

"Only Rubria remains. She listens as their songs die away.

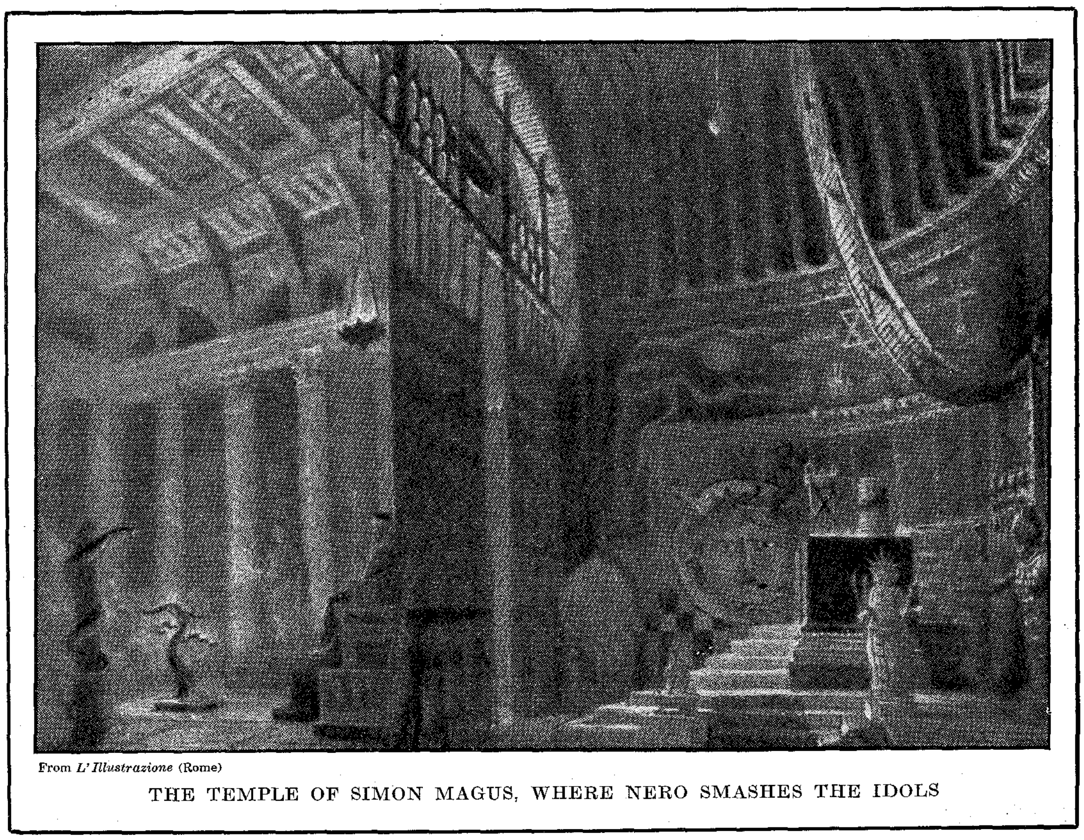
"The fourth act is in two parts. In the first we behold a den of the Circus Maximus. Gladiators go by on their way to fight, and there is heard the uproar of the populace, exulting over bloodshed. Dancing girls, clowns, and slaves crowd the den, where the augurs on both sides are surrounded by noisy groups. When Nero arrives, they have to hurry off to the show in which the martyrdom of the Christians is to occur. Tigellinus has heard of a conspiracy got up by Simon Magus; in order to save himself from the necessity of undertaking the terrible flight, he has planned to have the circus and the city itself set on fire. Knowing this, Tigellinus wants to proclaim it, but Nero forbids, as the sight of a burning city would be something rare and delightful.

"The Christians cross the den in procession and are about to enter the arena when a vestal virgin rushes in and intercedes for them. Astonishment overcomes tradition and ceremony. The priestess drops her veil and reveals herself as Rubria, who, for love of her coreligionists and Fanuel, has hazarded this extreme device to save them. Then even she is taken and dragged into the circus along with her people. But the fire suddenly breaks out before the cruel persecution can begin.

"The second part of the act takes place in the underground chamber of the circus, where dead bodies are thrown. Fanuel and Asteria enter; Asteria has set fire to the inn next the circus in order to save the Christians from certain death, but Rubria has been struck by an arrow and they are sure that her body must be there. After a long search they find the wounded priestess still alive, and the Christians embrace her. In a final outburst of faith and love she dies."

Something uncritical may be discerned in the enthusiastic notices of the event. The wearing power of the music will have to be left to a later decision. But an estimate may be put at once upon the spectacle which in this case seems to have outdone opera at its highest. We quote from Gaetano Cesari in the *Corriera della Sera:*

> "An accomplished artist, gifted with rare taste and a fine theatrical sense, is disclosed in Ludovico Pogliaghi. He had to reconstruct a Rome, with the poetic grandeur of the Appian Way and the monumental hugeness of the Oppidum; to create a Christian Orto: to erect a mysterious temple. Authentic Roman costumes had to be designed, and it was necessary to go back to Oriental, Greek, Germanic and barbaric sources for a setting that would magnificently depict the city of Nero's time. This taxed Pogliaghi's immense erudition and innate artistic



From *L'Illustrazione* (Rome)

THE TEMPLE OF SIMON MAGUS, WHERE NERO SMASHES THE IDOLS feeling to the utmost, and in his work he was assisted by the great designer of stage scenery, Marchioro, who in turn was assisted by Alessandro Magnoni. Costumes and properties were executed by Chiappa, the sculptor, and by Rancati, the maker of casts. The effect is a complete success, a superb illusion historically exact. The romantic solemnity of the Appian Way, flanked by tombs and funereal cypresses, with the rhythmic arches of the aqueducts looming in the background, could not have been better rendered. And the massive, formidable architecture of the Oppidum has found in Pogliaghi a powerful and altogether charming interpreter. Its architecture seems to be a colossal poem in line, giving a graphic idea of Roman splendor, with its sumptuosity and its use of mingled styles in the Oppidum's construction. Even Simon's Temple and the Orto are rather pleasing."

Fabulous prices were paid to see this first performance. The *Corriere D'Italia* (Rome) reports that an American banker paid 25,000 lire for a box in the second tier. Seats in the *pollione,* which are comparable to our orchestra chairs, tho without the same social status, sold for six or seven thousand lire, the lira now being worth 4½ cents. Every city in Italy had its newspaper representative there, while all Europe together with South and North America were present for first-hand reports.

H. C. Colles, who lately came to us as guest critic from the London *Times,* is thus quoted in the *Corriere della Sera:*

> "The impressions of the first representation of 'Nero' at the Scala are overwhelming: First of all is the marvel of the splendid production, the meticulously artistic pains with which it was presented, the admirable musical interpretation given by Toscanini and his collaborators, the perfect finish of every scenic particular. I can not imagine that results so brilliant could be obtained anywhere but at the Scala where the traditions of operatic art are so firmly preserved. In no other place would it be possible to find every resource possible for the presentation of grand opera, and be unlimited by commercial considerations in achieving a supreme artistic result. Of the opera itself I have written elsewhere, but I can not forbear to add a word of congratulation in this great Milanese journal on the occasion of so signal a triumph of Italian art."

Finally, it remains to quote Mr. Colles on the opera itself. In a special cable to the New York *Times,* he calls it a "high failure," and tells us where, in his judgment its merits and its defects lie.

> "The style and idiom of Boito's music belong to the current language of the nineteenth century. There, therefore, was no fear of its being misunderstood at first, as so many great works have been misunderstood, and there was no hope of its attracting the ear by any strangeness of effect. To the average experienced listener it was as clear as daylight in melody, form, harmony and color.
>
> "Supreme music is wanted to lift the mind above the realism of the theater, and that suggests what has really been Boito's difficulty throughout, and one of which he was himself entirely conscious.
>
> "On one occasion when he withheld 'Nero' from presentation during his life, he declared he had discovered that he must begin to study music again. He was essentially a student, and a technical study seemed to him to be the remedy for his own defects.
>
> "It was not really study, however, that was needed but simply that indefinable and unprocurable impulse which one man has and another has not, called genius. He could conceive his epic but could hardly embody it in words, for some of his poetry is exquisite, but the ideal music always eluded him."

VICTOR HERBERT

THE NEAREST APPROACH to an American Sir Arthur Sullivan was Victor Herbert, we are told, and lovers of light opera still catch themselves humming airs from "The Serenade," "The Singing Girl," "Babes in Toyland," "Mlle. Modiste," "Princess Pat," and dozens of other musical delights "which came from his pen in one unending flow of melody between 1893 and 1922, when he wrote the score of 'Orange Blossoms.'" Nor was light opera his only *metier.* As the New York *American* reminds us, "his repute among musicians is lastingly assured by such serious works as the operas 'Natoma,' produced at the Metropolitan Opera House, and 'Madeleine,' and the oratorio, 'The Captive,' as well as a number of symphonic overtures and poems." Reviewing his career in barest outline, *The American* says:

Courtesy of the New York *Times*

HIS LAST PORTRAIT

Miss Stoddard's miniature of Victor Herbert, finished a few days before his death.

> "Victor Herbert, one of the most widely known conductors and composers of modern music, was born in Dublin, Ireland, in 1859, the son of Edward and Fannie Lover Herbert. His grandfather, Samuel Lover, was the famous Irish novelist. His wife was Therese Foerster, a well-known opera singer.
>
> "Mr. Herbert first began the study of music in Germany at the age of seven. At an early age he became a virtuoso of the violoncello and played that instrument in many famous European orchestras, among them the Court Orchestra at Stuttgart.
>
> "Mr. Herbert's first appearance in this country was in 1886, when he came as violoncello soloist with the Metropolitan orchestra. Later he became assistant conductor with Theodore Thomas and Anton Seidl. In 1894 he became bandmaster of the Twenty-second Regiment Band, New York. In 1904 he organized his own orchestra and toured the United States. His orchestra played on the concert stage in almost every city of size in the country."

After giving us a long, tho only partial, list of his light operas, *The American* tells us:

> "In addition, Herbert twice composed the score for the Ziegfeld 'Follies,' in 1919 and 1921, and wrote for the current edition the song, 'A Kiss in the Dark,' which has taken place with 'Kiss Me Again,' his best remembered waltz, in popular favor.
>
> "Mr. Herbert's most recent successes were attained while under contract with the Cosmopolitan Productions. He composed the overture and special music for 'Little Old New York,' one of Miss Marion Davies's first starring vehicles, and conducted his own orchestra during its presentation at the Cosmopolitan Theater. Subsequently he wrote special music for other Cosmopolitan presentations, among them 'Under the Red Robe,' 'The Great White Way,' and 'Yolanda.' He was to have been guest conductor at the opening of 'Janice Meredith,' Miss Davies's next picture, for which he wrote the overture."

The "immense popularity of Victor Herbert's music" is "a considerable refutation" of "the charge that musical taste does not exist in America," thinks the New York *Herald Tribune,* which remarks:

> "His songs have long outlived the doleful illustrated ballads of the '90s, of which 'You're Just Behind the Times' and 'She's Only a Bird in a Gilded Cage' may be cited as horrible examples. They more than hold their own against Mr. George M. Cohan's 100 per cent. American melodies. Even the jazz craze failed to dim their popularity.
>
> "Herbert was one of the few popular American composers who had added study and training to his talent. As a 'cello soloist or an orchestra conductor he would have gained distinction

if he had never written a line of music. With the 'one-finger pianist' who had to employ a professional musician to orchestrate his productions he had little patience. Altho he wrote more light operas than any man of his time, he was never careless in his work. His music was always popular, but it was never banal.

"The influence of this cheery and gifted Irishman on the tastes of the American theatergoer was very great. For a time he and De Koven alone supplied the stage with real music, and De Koven was far less prolific. So great was Herbert's success after the Bostonians sang his 'Serenade' that he was constantly besieged by managers clamoring for operas. His love for music led him to accept as many commissions as possible.

"But the composer always found time to assist his brother musicians in their effort for recognition, as well as in their campaign to protect their compositions from exploitation without return."

Miss F. Enid Stoddard, painter of Victor Herbert's last portrait, a miniature, gives *The Herald Tribune* her impressions of the man as he appeared in her studio, and we read:

"'Mr. Herbert was always most gracious to help in sittings,' said Miss Stoddard, 'altho he found it very difficult to find time to come to the studio. He was most interested in the progress of the picture. To concentrate his attention during the hurried sittings, I asked him to tell me of his mother, to whom he said he owed all his early influences, as she was a great scholar with a wonderful character.

"'Sometimes during Mr. Herbert's sittings he would spring from the chair to the piano, but was always very apologetic and tried to keep the right pose. He frequently would break into song.

"'When the composer hurried into the studio,' said Miss Stoddard, 'he would say that his car was calling for him in twenty minutes. Five minutes after that,' she said, 'I would look out to find the car waiting. I tried to keep it a secret from him. In a few minutes he would say: "Dear, dear, the car should be here now." I would break it to him that it was—that it had come the moment he got ready for his sitting.

"'I was most anxious to paint Mr. Herbert, as he had a real Frans Hals type of head, with all that fresh coloring. When he told me that his grandfather was in the National Gallery, I suggested that he should be placed in the Metropolitan Museum for what he gave to the world. He was delighted at the idea.'"

In a brief editorial, the New York *Times* recalls Victor Herbert's "personal geniality, wit, and unbounded talent for friendship" and adds, "No American writer of music was ever so popular as he." Then, speaking of "his happy gift for melody," *The Times* comments upon his "diligent training and hard work," observing:

"No American writer of music was ever so popular as he with his happy gift for melody. Victor Herbert was no mere improvisateur. He won his way to wide success by diligent training and hard work. As a musician himself, playing in more than one orchestra, and as a conductor, he acquired an unusual knowledge of instrumentation. It has been remarked that his light operas come off as well from the reduced orchestra of a small theater as from the full band of more pretentious performances. This was only one proof of his mastery of technique.

Andrew Carnegie used to say, "My idea of heaven is to be able to sit and listen to all the music by Victor Herbert I want to," and the Providence *Journal* observes, "that was a common reaction."

THE DESIGNER OF THE COVER—Richard Miller, whose painting, "Summer Reverie," decorates the cover of THE LITERARY DIGEST this week, was born in St. Louis in 1875. After a course at the St. Louis School of Fine Arts, he studied under Constant and Laurens in Paris. His paintings, which have won him a number of medals, are to be seen in the Luxembourg Gallery, Paris; the Gallery of Modern Art, Rome; the Royal Museum of Christiania; the Museum of Fine Arts, Antwerp; the Modern Gallery, Venice; the Metropolitan Museum of Art, New York; and various other galleries. "Summer Reverie" is in the possession of the Detroit Institute of Arts.

PAINTING IN THE JUNGLE

PORTRAITS OF SNAKES, frogs, lizards, and insects, from life and in color, have a scientific importance because the appearance of such creatures is altered by death and museum preparation, so Miss Isabel Cooper, staff artist of the Tropical Research Station of the New York Zoological Society, in British Guiana, maintains a jungle studio at Katabo Point, some forty miles from Georgetown. There, as she tells us in *The Atlantic Monthly*, she can "sit in a bamboo grove, with her pet monkey companionable at her elbow, and thoroughly enjoy herself sketching anything from a rainbow boa to a vampire bat." However, her profession has its drawbacks, and she admits:

"My models are always escaping. The whole camp knows what a commotion in the studio end of the laboratory means—something has hopped or crept or slithered out of my window, and is making off hot-foot through the second growth to the dense jungle beyond. I have been most harshly criticized for this. Dreadful imprecations are heard when I fail to detain some sleuth-like snake or butter-footed lizard that has found an imperfection in his cage and is making the best of it. The casual architecture of my little cages and prisons is partly responsible for this, to say nothing of the temperaments of all concerned. My little amateur Houdini tree-frogs are stuck into glass boxes with movable tops, in and out of which they are continually being hauled as I study their postures and articulations from a distance, or hold them up to squint at them through my trusty hand lens, an inch from my eye. A tree-frog is one of the most annoying creatures to handle. Its great sticky toes grasp and clutch, its hind legs develop the most terrific leverage, and it simply shoe-horns itself up and out of the firmest fist. The low cunning of toads is astonishing. They swell up when you try to hold them, so that you feel as if you had a handful of dirigible; then, when you get all set and are about to dash in the first bold strokes of your portrait, they blow out their breath with a loud sigh and jump through the window."

But there are delights as well as exasperations for a painter of animals in the jungle—very fine esthetic delights, it appears. Says Miss Cooper:

"Lizards are incredibly beautiful objects. Their backs are covered with a thousand designs that man has never thought of for his tapestries. They have the same dim, glowing, fenestrated colors that you find in tapestries and old rugs. In spite of their astonishing beauty, many wild creatures have color schemes which we of the Western world have been trained to consider quite dreadful—purplish pinks and pea-soup greens in close association, and so on. But I have never seen a lizard whose vestments and gauntlets and boots were not decorated in accordance with the most exacting standards of civilized esthetics. Their colors always blend and they are further enhanced by the dull web of scale edges spread over them. The most incidental tones of the head are repeated somewhere, on back or elbow-joint or tail. The most brilliant colors are brought close up to the dullest in splendid climaxes of chiaroscuro.

"Evolution has surpassed herself in the decoration of lizards' faces. Blue, that flickers very quietly on a certain forest-lizard's back, is developed into tiles of blue faïence on his sculptured cheeks. His dull, rusty body colors turn into absolute velvet black on his throat and about his neck. When you gaze through a lens your glance seems to skid off the burnished surfaces of his face and simply sink into the night of these jagged rifts. On further inspection you see that his head scales of gray and blue enamel acquire keels of coral along his chin, and flower alarmingly into cabbages of sharp turquoise around the abalone pearl of his eardrum."

Iguanas, too, have their charms, and Miss Cooper reports:

"We had a proud, uncompromising old grandfather of an iguana once, whose hide was perfectly marvelous—of a texture somewhere between giant lichens and thin old bronze rusting away with blue-green verdigris. He used to lash the sides of his glass cage with his powerful tail, and then stand motionless and shoot lightnings of exasperated rage from his fierce eyes, looking just as mad as he felt—like a person having difficulties with Central in a glass telephone booth."

NEW YORK OF THE FUTURE—IF

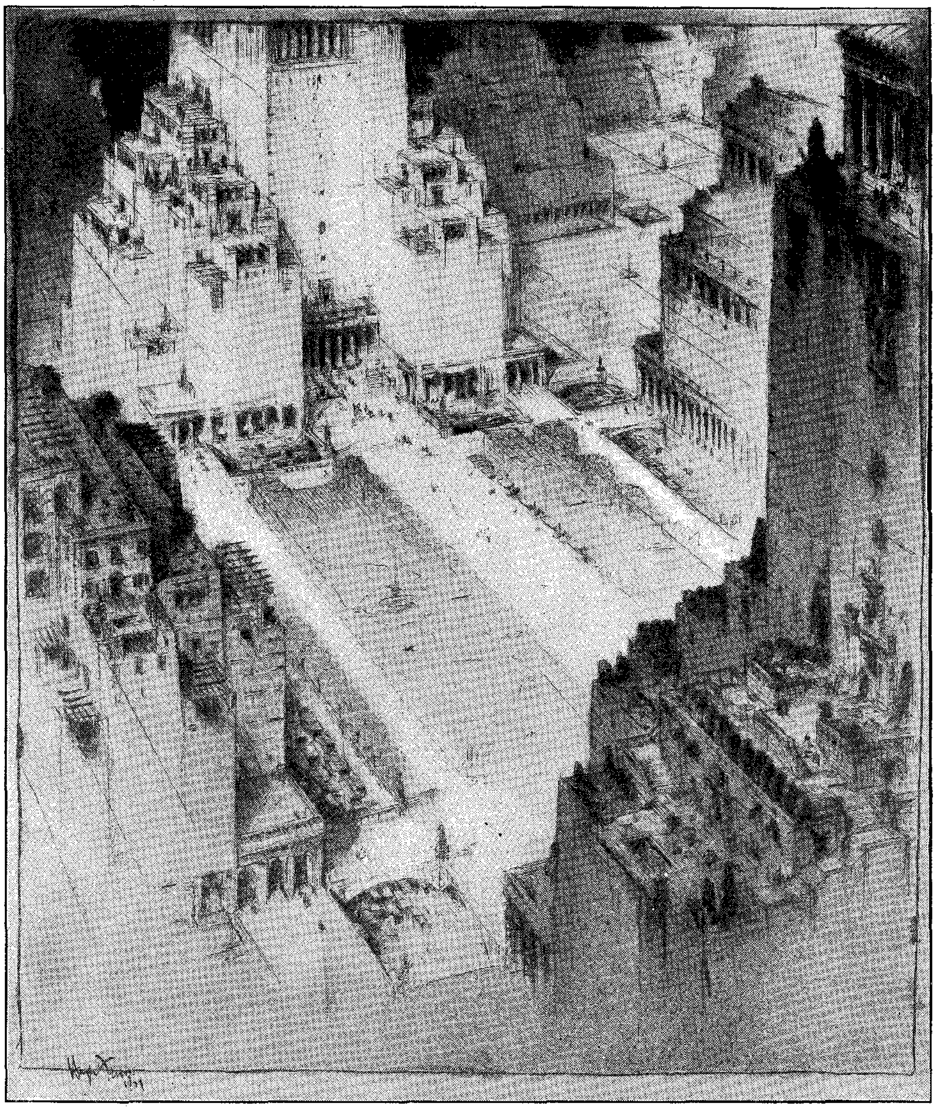
DREAMING GREAT DREAMS, an enthusiast gives us "a picture of New York of the future," its streets "lined with terraced cliffs of Gothic and Renaissance workmanship, the terraces a-bloom with flowers and shrubs and trees" displaying "colorful patches of blossoms 100, 200 or even 300 feet above the street-level." In a word, "the Hanging Gardens of Babylon will be translated to the uses of a generation that has devised the skyscraper." For, according to George MacAdam, who predicts all this in an article contributed to the New York *Times*, it "is simply a forecast of the logical product of building laws now in force, the natural development of a *new* New York already in process of construction." It is being constructed in strict obedience to the zoning law passed about seven years ago. As Mr. MacAdam explains:

> "Briefly, a building may rise straight up from the street-line to a height determined by the width of the street upon which it faces. If the building is carried above this height, it must, from that point upward, slant back, must be kept within a line drawn from the center of the street through the top of the wall on the street-line. Somewhat similar regulations govern the construction of the rear wall.
>
> "Five zones are appointed of varying height allowance. In the maximum zone (the Wall Street district) a building may rise two and one-half times the width of the street before it begins to slant backward; in the minimum (exclusively residential districts) only once the width of the street. There is also a provision that upon 25 per cent. of the area of a plot the building may be carried to an unlimited height. A tower structure can not profitably be erected on a small plot, so this provision acts as a stimulus toward construction on large plottage.
>
> "The zoning law, if literally followed in the construction of a building above the prescribed height at the street-line, would mean, loosely speaking, that a pyramid be superimposed upon a cube. A pyramid is an unhandy thing to live in. It is especially unsuited for windows—unless the builder pokes out a multitude of dormers. The architects solved the problem by substituting a series of setbacks, or, let us say, a series of terraces that, as they stept backward and upward, kept within the pyramidal line established by the law."

But now comes the question, "What use is to be made of those setbacks, of those series of shelves high up in the air?" Already there are theaters and hotels that have their roofs "topped by outdoor gardens, with pergolas, flower-boxes, tubbed trees. Nor must we overlook the fact that Manhattan Island has a growing bungalow colony perched upon its steel cliffs." New York will learn to utilize the new "series of shelves," we are told, and then:

> "To get into an elevator on the Broadway level and within a few seconds be shot up into the altitude of a summer resort in a valley of the Catskills or Adirondacks—the air clear, fresh, full of ozone from the vast spaces of the Atlantic; the noises of city life far below, mellowed into a monotone, soothing, like the rush of a mountain brook, the surge of the ocean against the sand!
>
> "'The ol' swimmin' holes' of New York, found almost exclusively in Turkish baths, were always placed in the cellar until the might of modern construction made it possible to rest the great weight of the pool on any desired story. New Yorkers of the future will see the pools placed on lofty terraces, out-of-doors, where they belong."

And what a setting of greenery they will have! Says Mr. MacAdam:



Drawing by Hugh Ferris. Courtesy of the New York *Times*, Magazine Section

THE HANGING GARDENS OF NEW YORK

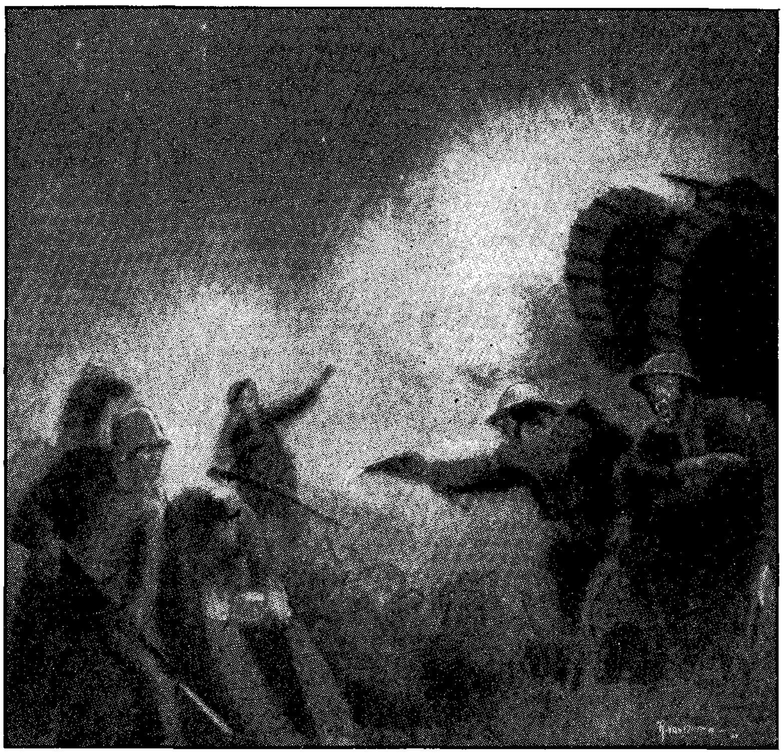
A vision of "terraces abloom with flowers, shrubs and trees" which the future may or may not bring.

> "The might of future steel construction will make it possible to hold aloft large beds of earth, amply deep to prevent roots freezing in winter. No temporary gardens then, no gardens to be taken indoors when the mercury drops; but the right kind of gardens, gardens that are permanent, that look as tho they belong—the same difference that exists between a wig and the natural verdure on a man's head.
>
> "Of course there will be trees. To let them grow to maturity, to let them acquire the charm of age and permanency, it may be necessary to develop dwarfed varieties, tho not nearly so small as the Japanese have developed for their two-by-four gardens. Pines, cedars, spruces, hemlocks should be the chosen trees. While they lack the glory of autumnal foliage, their evergreenness would make, in the bleak winter months, fine splotches of warm color.
>
> "Of course, all this is for the terraces of large buildings, terraces that are to be used by the public. The smaller terraces of apartment houses necessarily will be limited to private use. Here, on his aerial shelf, the flat-dweller may indulge his individual taste, may have, if such be his choice, an old-fashioned garden—trellised morning-glory, phlox, heliotrope, mignonette, sweet william, heart's-ease, neatly hedged with boxwood, within a stone's throw of Broadway.

RELIGION-AND-SOCIAL-SERVICE

A MOMENTOUS CALL FOR PEACE

JUST AT THE TIME, *dramatically enough,* when European governments are reported bidding for a "diabolical ray" for use in war, and while Congress is considering an appropriation of more than $150,000,000 to place the Navy on a basis of 5-5-3 in its relationship to the navies of Great Britain and Japan, the Methodist and Presbyterian denominational conferences, representing millions of adherents, voice a plea for universal peace which, we are told, can not fail to gain the ear of Christendom. Their action is regarded as a tremendous body blow at Mars, and to those in high places, remarks the Louisville *Courier-Journal,* "the warning is plain." A further twist is given to the situation by the announcement that applications for admission to the citizens' military training-camps, to be held during July and August by the War Department, already have exceeded the number to which the Army is prepared to extend this special training. Provision was made to handle 30,000 student-soldiers, and by the end of May 31,000 applications had been received. Thus, tho something toward the limitation of armaments has been achieved, preparations for war go on. But the Methodists—sitting where the Springfield rifle is manufactured—and the Presbyterians, contemplating our war dead, would prepare for peace. Neither body goes the length of extreme pacifism, but both hold peace to be above mere nationalism, and urge that the decision for peace or war be not necessarily a choice between love of country and loyalty to Christ. The Methodists go further—and comment agrees that it is a long step—when they urge that conscription of capital and labor shall go hand in hand with conscription of human life, and when, in response to a suggestion from the floor, they demand that one man shall not be called upon to risk his life at $30 a month while another remains at home and strikes for $16 a day. If possible, the Presbyterians would have those who are to bear the burden consulted before the sacrifice is required of them. While the Presbyterians favor, the Methodists demand, the entrance of the United States into the present World Court, and the Springfield conference, in addition, would actively support American participation in a league of nations.



From *Collier's, The National Weekly*

ONE WAR LIKE THE LAST WAS PLENTY—THE NEXT MOVE'S UP TO THE ELDER STATESMEN

The anti-war resolutions adopted by the Methodist General Conference were prepared by a special committee after those offered by the standing committee were rejected. The standing committee reported resolutions in which it was said, "while recognizing the freedom of the individual member to follow his own conscience, but remembering that the Church is the visible expression of the spirit of Jesus in the world, we, as an organization, separate ourselves from war and take no part in its promotion." As revised by the special committee, the resolutions run:

"Millions of our fellow men have died heroically in a war to end war. What they undertook we must finish by methods of peace. War is not inevitable. It is the supreme enemy of mankind. Its futility is beyond question. Its continuance is the suicide of civilization. We are determined to outlaw the whole war system.

"The patriotism of the Methodist Episcopal Church has never been challenged. Neither our motives nor our loyalty must be impugned when we insist on the fulfilment of pledges made to the dead and assert our Christian ideals for the living. Governments which ignore the Christian conscience of men in time of peace, can not justly claim the lives of men in time of war. Secret diplomacy and political partizanship must not draw men into the dilemma of deciding between support of country and loyalty to Christ.

"The world is now open to a crusade for peace. War-weary nations everywhere are eagerly waiting. America must lead the way. Our nation and our church can do now what we may never be able to do again.

"We set ourselves to create the will to peace. We recommend that a prayer for peace be prepared and used at every communion service. Through its educational program, our church must mold the present youth of all races into a peace-loving generation. We shall launch an aggressive campaign to teach the nature, causes and consequences of war. The glorification of war must end.

"We set ourselves to create the condition for peace. Selfish nationalism, economic imperialism and militarism must cease. The establishment of the principle that conscription of wealth and labor must be the counterpart of any future conscription of human life will be a powerful deterrent against war. As great odium must be put upon the war profiteer as was ever put upon the slacker. The protection of special privileges secured by investors in foreign lands has too often imperiled the peace of nations. This source of danger must be prevented. The rights of the smallest nation must be held as sacred as those of the strongest. We hold the cause of peace dearer than party allegiance, and we shall tolerate no dilatory or evasive attitudes on the part of those who represent us.

"We set ourselves to create organization for peace. Grateful to our Government for its leadership in the movement toward reduction of armaments and the promotion of tribunals for international arbitration, we insist upon a more decided and aggressive policy in these directions. We urge our President to summon another conference of the nations for the more drastic reduction of armaments. We demand the immediate entrance of the United States into the Permanent Court of International Justice. The participation of the United States in a league of nations will receive our active support. We shall elect men to public office pledged to secure these ends. The ballot and other direct processes of democracy must now be employed in securing a warless world.

"World Christianity is enlisting in the campaign for peace. We seek allegiance with all the forces which make for the principles here advocated. We, therefore, propose that our church now assume its responsibility by appointing at this General Conference a commission of 25 members, composed of five Bishops, ten ministers, and ten laymen, authorized and instructed to call a conference of the religious forces of the world to consider the best plans and methods for making the impact of united Christendom against the evils we deplore. The principles of brotherhood are so plainly challenged. The progress of the Kingdom of Jesus Christ is clearly at stake. The issues are so momentous, the opportunity for leadership is so great that we here and now call upon all peoples to avoid devious and fruitless discussions and unite their energies in this great crusade for a war-free world. To this sublime end we dedicate ourselves, and for its accomplishment we invoke the blessing of Almighty God."

It was with only one dissenting vote that the Presbyterians assembled at Grand Rapids adopted a declaration for universal peace presented by a special committee to which had been referred the numerous overtures received on the question of a warless world. The Presbyterian Church in the United States of America, recites the declaration, pledges all its energies to the outlawing of war and to the hastening of the day when nations shall learn to war no more. Refusing to believe that wholesale slaughter on the battle-field is morally any more necessary to man's highest development than the killing by individuals, the Presbyterians assert:

"We see in war's cruelties, made more terrible by modern invention, not only a menace to civilization, but also a definite challenge to the followers of the Prince of Peace.

"We invite the cooperation of all Christendom in the determined effort to devise such complete machinery for peace as shall insure the settlement of all international controversies by reason instead of force.

"To this end we favor participation by our nation with other nations in the Permanent Court of International Justice, and the submission for judicial settlement or the arbitration of disputes, and the investigation, before a resort to arms, of all differences which can not be adjudicated or arbitrated, reserving the right to control our own destiny and to determine whether or not and when we shall declare war.

"The moral influence of our nation and the confidence of other nations in our disinterestedness compel us to assume leadership and take a definite part in the movement for world peace. We should endeavor to secure a joint agreement for international disarmament and also for a referendum on war, except in case of threatened invasion. We claim that those who are asked to fight and bear the burdens imposed by war should be consulted when possible before this sacrifice is required of them.

"We solemnly assert that the teachings of Christ furnish the only basis and hope of permanent peace, and earnestly appeal to all branches of the Christian Church to unite in bringing mankind to an acceptance of Him in order to establish a universal brotherhood founded on righteousness, justice and peace.

"We enjoin upon the boards and agencies of our church, particularly the Board of Christian Education, together with our ministers and members, to do all in their power to accomplish this purpose, which we believe to be in accord with the will of God and in harmony with the teachings of our Lord and Master."

All loyal American citizens can subscribe to the Methodist pronouncement, believes the Springfield *Union*. "In so far as it is an effort to promote in the world a peaceful state of mind and to discourage those causes that tend to imperil peace, the declaration of the committee is thoroughly praiseworthy and, moreover, nothing could be more popular." What the Methodists, or any other denomination can do judiciously to this end is good, but we are advised that a peace-loving people have responsible governments through which they can act, and that "peace is not to be brought about by blocs of various kinds."

"In the last analysis we imagine the best work that can be done for peace by organizations of any kind is not in bringing political or other pressure on governments to make formal but often ineffective declarations against war, but in bringing the real power of true Christianity to bear on responsible men and women, who are the units of society and of nations, and who as such in the aggregate shape the collective character and state of mind."

It was incredible that the Methodist Church would take the position that it opposed fighting even for the right, says the Pittsburgh *Gazette-Times*, and the resolution as adopted unanimously is one that is "sane." "It will meet conditions as it finds them, but will strive to improve them, thus obviating the need for enforcing right by means of might." While these appeals against war were being formulated, the Brooklyn *Times* reminds us, Secretary of War Weeks was addressing the Army Artillery School at Fortress Monroe, Virginia, and this is what he said:

"The natural reaction of many minds has now taken definite form in expressions in favor of universal action toward peace.

"We all laud the commendable purpose of these movements, but we must be watchful that national security is not threatened by the acceptance of wishes for facts. War may be abhorred, but so is pestilence, and we must be as ready to cope against the former by defense measures as against the latter."

Mr. Weeks's views may not run true with the Sermon on the Mount, observes the Brooklyn paper, "but they are worthy of consideration even by leaders of evangelistic thought."

SUNDAY AS ELECTION DAY

SUNDAY IS A DAY OF ALL PURPOSES in Europe. Whereas Americans may devote part of the day at least to jaunting for pleasure, Europeans, when occasion arises, devote it to the election of governments. On a recent Sunday the Germans voted for members of the Reichstag. More recently the French went to the polls to elect their representatives. Early in April the Italians cast their ballots, also on Sunday. The people of Finland, continues the Boston *Herald*, have had a national election this spring, also on the first day of the week. Throughout Europe, in Protestant and Catholic countries alike, with the exception of the British Isles, we are told, Sunday has come to be regarded as the logical day for choosing governments. In Switzerland, where there is said to be more direct government than in most countries, there are elections, referendums, etc., at frequent intervals and always on Sunday. Yet, comments *The Herald*, the Swiss are known as generally pious folk, tho not Puritanic. Again,

"In Sweden, which has had local self-government longer than many of the continental States, all political business has for generations been transacted on Sunday, usually directly after Protestant church service. Caucuses are then held, political rallies, city and town elections. Church officials are invariably chosen on Sundays. On no other day would the country people in particular think of leaving their work long enough to take part in political life. A year ago last fall a country-wide consultative plebiscite was held on Prohibition—on a Sunday. The country districts voted dry, the cities wet; a majority of the men were for liquor and a majority of the women against it; the present highly restrictive system winning out by a 2 per cent. majority. In Norway a less severe Prohibition measure had been approved in a plebiscite two years before, also on a Sunday. The Danes voted this spring on a Friday, but kept the polls open until nine o'clock in the evening, so as to give every one a chance.

"The direct primary system has added to our number of election days and the proportion of the total vote that is cast is usually ridiculously small. Principally those having some special incentive find it worth while to quit their employment long enough to vote. A multiplicity of elections, which, as Government becomes more and more direct, becomes greater and greater, has caused what is known in some European countries as 'electoral fatigue,' or vote weariness, and yet it is undeniable that more people find it less inconvenient to attend the polls on Sunday than on week days, and as the number of elections increases it is impracticable to declare a special holiday for each one."

THE SONS BETTER THAN THEIR FATHERS

CRITICS OF THE CAMPUS have conjured up before our eyes a youth who is all that inborn deviltry, radicalism and unbelief can make him, and not a reader of any newspaper, but is familiar with the indictment of the generation at school. It might almost seem that the older generation seeks to divert censure from itself for the evils of war and the pangs of peace by casting blame on youth, for, as were the straw dummies on which soldiers were trained to use their bayonets and to practise an artificial rage, the scions of to-day have been constantly held up as convenient targets. A few months ago *The Presbyterian Advance*, of Nashville, took up the challenge, and asserted that in our colleges of to-day Christian idealism is more manifest than ever before, the principles of the Christian religion more generally accepted and acted upon, the Bible more effectively taught and a Christian world-vision more dominant. The editorial attracted the attention of numerous college presidents and workers at State universities, we are told, and letters upholding the view of *The Advance* began coming in. These actual observations from academic points of vantage tend to show that not only is the generation at school not going to the demnition bow-wows, but that it is much less acquainted with the primrose path leading thereto than were its sires at the same age. In fact, according to these correspondents at the college front, the boys of to-day are more concerned with vital religion than were the students of yester-year, and include more genuine Christians than did the classes from which their present critics come. *The Advance* prints extracts from some of the letters, and we quote in turn. As it is now time for the sheepskin bearers and the wearers of the bay to be trooping home, and for plans to be laid for the education of their younger brothers and sisters, these letters will prove to be doubly interesting.

Noting that forms and customs environing the young people of to-day have changed somewhat from what they were a generation ago, Charles F. Wishart, president of Wooster College, records his deliberate conviction that, broadly speaking, the college men and women of to-day average a little higher physically, mentally, and morally than when he went to college. In a nutshell:

> "They are more frank, impatient of control, perhaps, but straightforward, idealistic and ready for sacrificial service when religion presents its great motives in sane and clean-cut fashion. May I go farther and add my own conviction that the post-war spiritual slump of the last five years has not been a slump of young people at all, but rather of middle-aged people. For instance, college men and women are more ready to-day to apply the principles of Christ internationally than any other class of people. No one could study the 7,000 picked men and women at the recent Indianapolis Student Volunteer Convention without thanking God and taking courage."

"A fair statement of facts," is what H. M. Gage, president of Coe College, calls *The Advance's* provocative editorial. Numerous particular experiences have taught this educator that "there is no interest or pleasure which students will not sacrifice in order to do or help in carrying on a definite Christian work. There is no appeal to which they respond so readily as the appeal of the Gospel. They are loyal to Jesus and loyal to the church which is their alma mater." Whatever the atmosphere may be in certain institutions devoted mainly to vocational, professional, and purely research work, writes C. H. Rammelkamp, president of Illinois College, "there is no doubt that Christain faith and Christian spirit still flourish in the Christian colleges of our land." Nor can he "understand how any one who is familiar with the facts, who knows what conscientious efforts many faculties are making to promote a healthful Christian life and spirit among their students, and who knows how warmly college youth responds to-day to religious appeals, can grow so pessimistic about so-called 'unbelief' in our colleges."

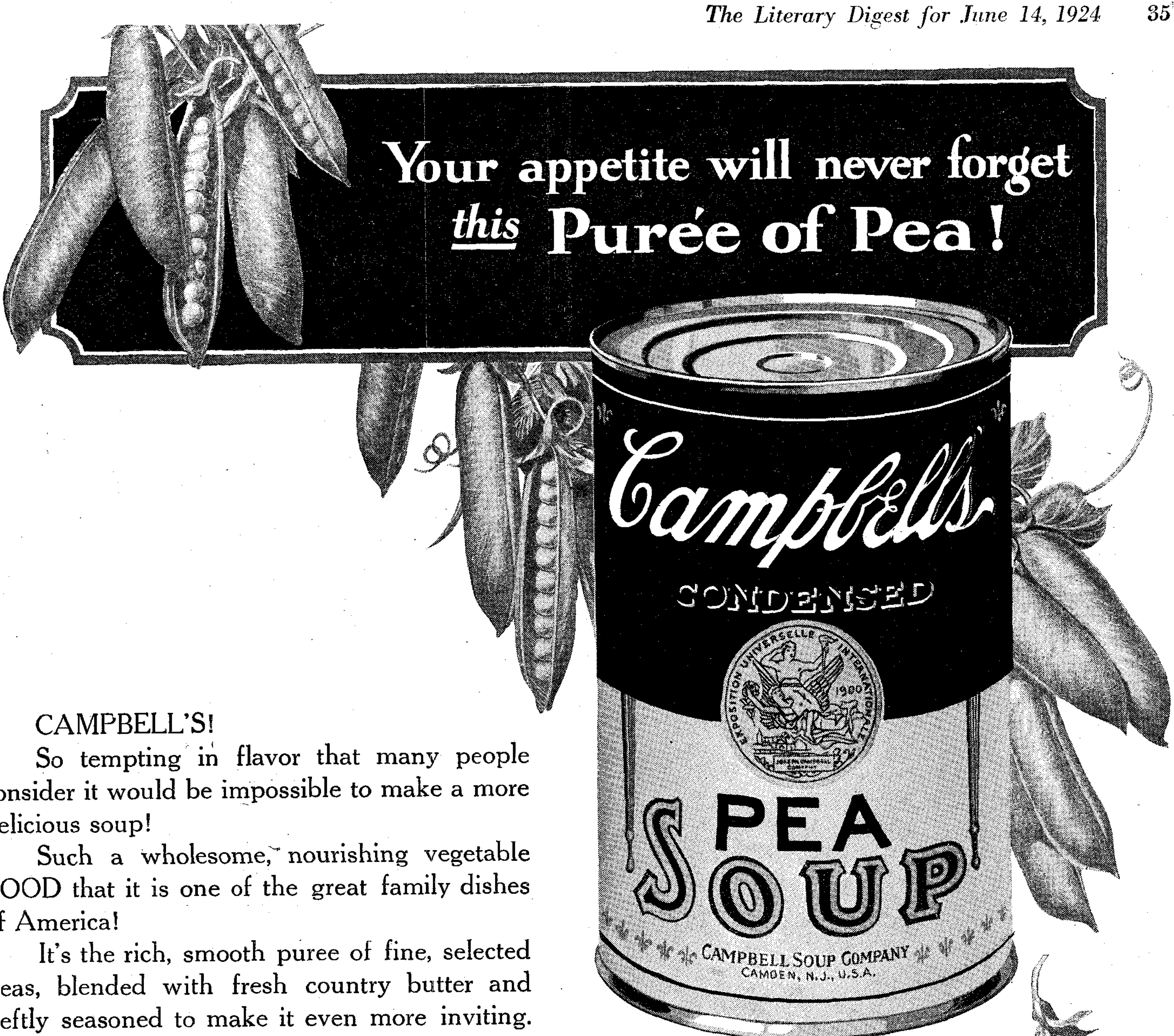
Every graduate from the college in many years has been a genuine Christian, writes Calvin H. French, president of Hastings College, adding that "more than 16 per cent. of all our graduates, men and women, have become ministers or missionaries." In looking back over sixteen years of college teaching, and even further to his own college days at Muskingum College, at Princeton, Chicago and Michigan Universities, Howard McDonald, president of Parsons College, "can not recall in that experience a better situation religiously, morally and intellectually than we have on the campus to-day. There is some indifference, as always. There is no unbelief." Emphatically denying that "marked unbelief" is found among either our college students or our graduates, Hugh Moran, pastor, writes from Cornell University:

> "At Cornell, the University which I know the best, out of a present freshman class of 1,500, less than one hundred have failed to express their adherence to some religious body. We have a thousand Presbyterian students. Eighty-two per cent. of them are members of the Church. Seven large churches on or near the campus are filled on Sunday morning, and the congregations in most of them are predominately students or members of the faculty. Can the editor of *The Presbyterian* produce like evidence of religious interest in any non-student community?
>
> "The real test of religion, however, is in faith and life. In moral character and readiness to give their lives in service, I *find the students of this generation decidedly superior to those* of twenty years ago when I was in college. The reason is that these students have a wider knowledge of the 'facts' and a deeper appreciation of the 'principles revealed by God to men.' They insist upon the sacredness of all truth, and upon the universal application of all principles. They do not stick their heads under the wing of tradition and deny vast realms of truth, simply because the facts do not agree with a traditional interpretation of truth which grew up when many of these facts were undiscovered."

The students of to-day dare to "live dangerously," writes T. H. Aszman, student-pastor, from the University of Oklahoma. They refuse, he says, to walk the beaten path of authoritative ancestral religion. Theirs is the pioneer spirit in the region of faith, and they insist that their faith be one which they have discovered and mentally and spiritually fought for themselves. "Can I think for myself?" he says, was the first question asked by a student interviewed about entering the ministry. Mr. Aszman concludes that "no generation of students was ever more ready to go into life with an idealism to spur them on to the worthwhile things." Often the charge of unbelief and infidelity results from an unsympathetic response to a changed view-point in matters of religion, writes William H. Butler, student-pastor, from the University of Tennessee. His observation is that "religion to the college student does not of necessity consist in the unqualified acceptance of theological dogmas, which are but the private interpretations of men and councils of other days; he looks on religion more as a life principle which works in men and society for their betterment." About 90 per cent. of the students at the University of Missouri are church members, writes Samuel R. Braden, student-pastor. He adds: "I believe that those who represent this 90 per cent. are as truly Christian as are the members of their home churches. Judged by the standards Christ set up, most of the students here are Christian."

Judging by the institutions he knows best, John H. MacCracken, president of Lafayette College, writes that "college boys are more concerned to-day with vital religion and the Christian life and faith than for many years. All earnest Christian students, however, feel the need of some great spiritual genius to restate our faith in the language of to-day and to give us that unity of organized knowledge and belief which the human spirit so insistently craves."

Your appetite will never forget this Purée of Pea!



CAMPBELL'S!

So tempting in flavor that many people consider it would be impossible to make a more delicious soup!

Such a wholesome, nourishing vegetable FOOD that it is one of the great family dishes of America!

It's the rich, smooth puree of fine, selected peas, blended with fresh country butter and deftly seasoned to make it even more inviting.

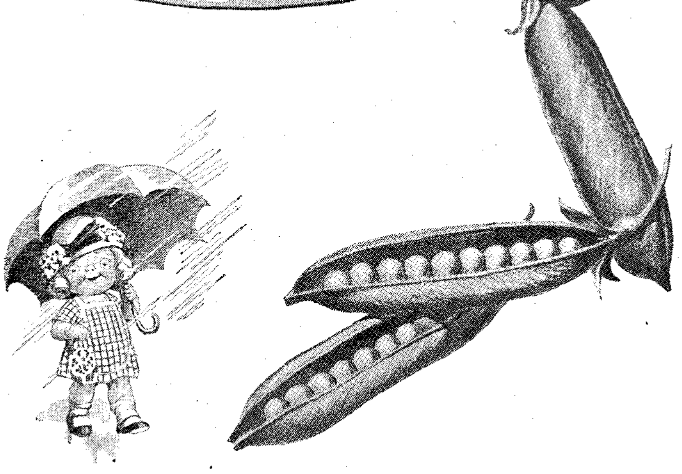
Nothing could be more wholesome for your children's lunch or supper.

Nothing could be daintier to set before your guests than pretty bouillon cups of Campbell's Pea Soup topped with whipped cream.

Here's a soup that is a favorite with just about everybody—and no wonder!

Cream of Pea at its best!

Follow these simple directions:—Heat contents of can in a saucepan and stir until smooth. Heat an equal quantity of milk or cream to the boiling point separately, and add to the soup *a little at a time, stirring constantly* (using a spoon or Dover egg beater) to keep soup smooth. Serve immediately.



Oh, why complain if it should rain
Outside, when you're invited?
For when you dine on Campbell's fine
Inside you'll be delighted!

21 kinds **12 cents a can**

LUNCHEON DINNER SUPPER

Campbell's Soups

CURRENT ▾ POETRY

Unsolicited contributions to this department can not be returned.

SAILORS in imagination—and in very fact, some of them—are writing of ships, of the sea and a sailor's life. From *Interludes* (Baltimore) we borrow "Ships That Pass." In "From a Rose Jar" (Cloister Press, San Francisco) we find "The Ship." The third poem, "Follow the Sea," is from "Sea Songs and Ballads" (Houghton Mifflin). Perhaps effectively, we arrange them thus:

SHIPS THAT PASS

By Dorothy L. Quesenberry

Sunset, where the waters blue
Catch and hold the evening hue;
Sunset, and the glowing rose
Fringed with green at daylight's close:
Sunset, while you watch with me
The great, tall ships go down to sea.

All the air is stilled with awe.
Heaven is perfect, not a flaw.
In the sky where far to north
One blue dripping star creeps forth:
Evening, while you watch with me
The great, tall ships go down to sea.

Great outlines of living black,
Masts reared high and sails flung back;
Dauntless on the earth's curved breast,
Grim and silent, scorning rest:
Night, love, while you watch with me
The great, tall ships go down to sea.

THE SHIP

By Louise A. Doran

Over the shining pavement of the sea,
Breathless, the white hind flees
Southward, with beating heart and fear-torn soul;
Fast on her track she sees
Leap from their hidden caves the frantic wolves,
Snarling, they race beside,
Dart at her unprotected throat and seek
Hold on her foam-streaked side.
Lo! on her straining sight the harbor breaks,
Panting, its shade she gains,
Hears but heeds not the baffled howls as now
Down through its quiet lanes
Safely she takes her way and drops to rest,
Peace-filled and unafraid.

FOLLOW THE SEA

By C. Fox Smith

"What is it makes a man follow the sea?
Ask me another!" says Billy Magee:
"Maybe it's liquor and maybe it's love—
Maybe it's likin' to be on the move—
Maybe the salt drop that runs in his blood
Won't let his killick lie snug in the mud:
What is it makes such poor idjits as me
Follow the sea—follow the sea? . . .
Jiggered if I know!" says Billy Magee.

"What is it keeps a chap rollin' around
All his life long from the Skaw to the Sound?
Samplin' the weathers from Hull to Rangoon—
Doldrums an' westerlies, Trade an' typhoon—
Hurricane, cyclone an' southerly buster—
In any old drogher as flies the Red Duster?
What is it makes a chap follow the sea—
Follow the sea—follow the sea—
Bust me if I know!" says Billy Magee.

"What is it makes a man stick to the sea?
Ah, you may ask me!" says Billy Magee
"Stick to it hungry an' stick to it cold,
Stick to it after he's broken and old,
Freeze in the Forties an' sweat on the Line,
Shiver an' burn in the rain an' the shine,
Stick it until he can't stick it no more—
Curse it an' leave it for something ashore—
Chuck up his shore job an' follow the sea—
Stick to an' live by an' die by the sea—
Search me if I know!" says Billy Magee.

COLD hills at night—who that knows the outdoor world can ever forget them or fail to recall impressions like those etched in the following poem from *The Century?*

NOCTURNE

By James Rorty

The cold hills of California by night,
Watched by the myriad drifting stars that cannot light
The heathen darkness where they stand and meditate
That arctic doom which is their ultimate estate;

The cold hills of California by night—
Oh, they shall rise and chill my heart with fright
When I am far from here and would forget
The lone coyote pleading for a soul,
His lean nose lifted where the planets roll
And coldly glitter in the ether-net!

When I am far from here and would forget,
My throat will tighten. I'll remember yet
The dead pines pointing stiffly to the sky
Their gaunt, accusing limbs, the sly
Cold wind that came and dropped upon the ground
The withered cones in stealthy notes of sound;
And how I plucked the acacia's scented gold
For bride to melt that sullen cold
Against the coming of the young moon to the sky,
Lovely and vagrant, virginal and shy.

THE winner of the Genre prize offered through the prize bureau of the Irene Leache Memorial Association, contributes to *The Lyric* (Norfolk, Va.) the poem,

MAGISTER LINGUISTICUS

By Francis Mason

His feet became too feeble for the stair
And so they found him out a lower room
Where academic clatter never came
Along the musty academic hall
And set up there his tall, discolored desk
Beside the blackboard. There he sat and taught
His group of meek, stoop-shouldered graduates,
Mouthing the accents of a dozen tongues
And writing out their symbols on the board:
"The Indo-European root stands *thus* . . .
Whence came the Sanskrit . . . *so*, the Latin . . . *so*;

And next by consonantal change we have
It thus . . . the Old High German and the Norse;
Today a word or two sums up the tale
In common talk. . . ." Slowly his palsied hands,
Like twisted roots of dwarfed, storm-riven trees
That clutched the blackened, prehistoric soil
When once the Gothic hunter shook his spear
And Attila lashed forth his Huns to war,
Traced characters uncouth, dark roots of words,
And from the fragments of forgotten speech
Drew mystic laws of language, setting up
His letters, like tin soldiers, in a row
Invincible to ordinary minds.
The continent had left its double mark
Upon him, in a heavy knotted scarf
And high, stiff collar, with the wings turned up,
(Style of old Leipzig and of Heidelberg)
And in the faded wrinkle of a scar
Along his chin, from student-duel days
Before the classroom corner was his throne.

He faced the sunset through his latter years
As rugged as a cloistered Gothic tower
Above some weather-grey monastic shrine
The sepulchered old books of learned lore,
Long treasured, till the archway crumbled in
Where time crept under, gnawing at the stone.
Strangers who pass the cemetery wall
See only that the barren earth gleams bare
And ashy where the flowers have slipped away
To dust, and there is none to read aright
Within the bookish college fireside gleam
Unwritten epitaphs: "He held the chair
Of German for a score of placid years
And taught and labored at Philology,
Sucking emotions from the parts of speech;
He told romantic tales of errant nouns
And found adventure in the alphabet
Where others saw it not, and mightily
He strove with bits of words until he died.'

BELATED spring songs—not more belated than was spring itself—flood the reviews, and two of them, the first from *The Nation and the Athenæum* (London), the second from *The Sunshine Magazine*, we reproduce:

AN APRIL SONG

By Eden Phillpotts

A cuckoo's back on the Cuckoo Stone, the Cuckoo Stone, the Cuckoo Stone—
The catkins swing, the skylarks sing,
And Spring hath come to her own again.
A cuckoo's back on the Cuckoo Stone,
With love and life, in daily strife,
Once more together thrown.
Cuckoo! Cuckoo! Cuckoo!
Come lads and lasses woo!

A cuckoo's back on the Cuckoo Stone, the Cuckoo Stone, the Cuckoo Stone—
Jack turns to Jill, and Jane to Bill,
And Will to little Joan again.
A cuckoo's back on the Cuckoo Stone;
From peep of day to dimpsy grey
He chimes his monotone.
Cuckoo! Cuckoo! Cuckoo!
Come lads and lasses woo!

A cuckoo's back on the Cuckoo Stone, the Cuckoo Stone, the Cuckoo Stone—
Oh, fairy bell, ring never knell
To tell that love hath flown again
A cuckoo's back on the Cuckoo Stone:
Pray no heart meet, or spirit greet
His music with a moan.
Cuckoo! Cuckoo! Cuckoo!
Come lads and lasses woo!

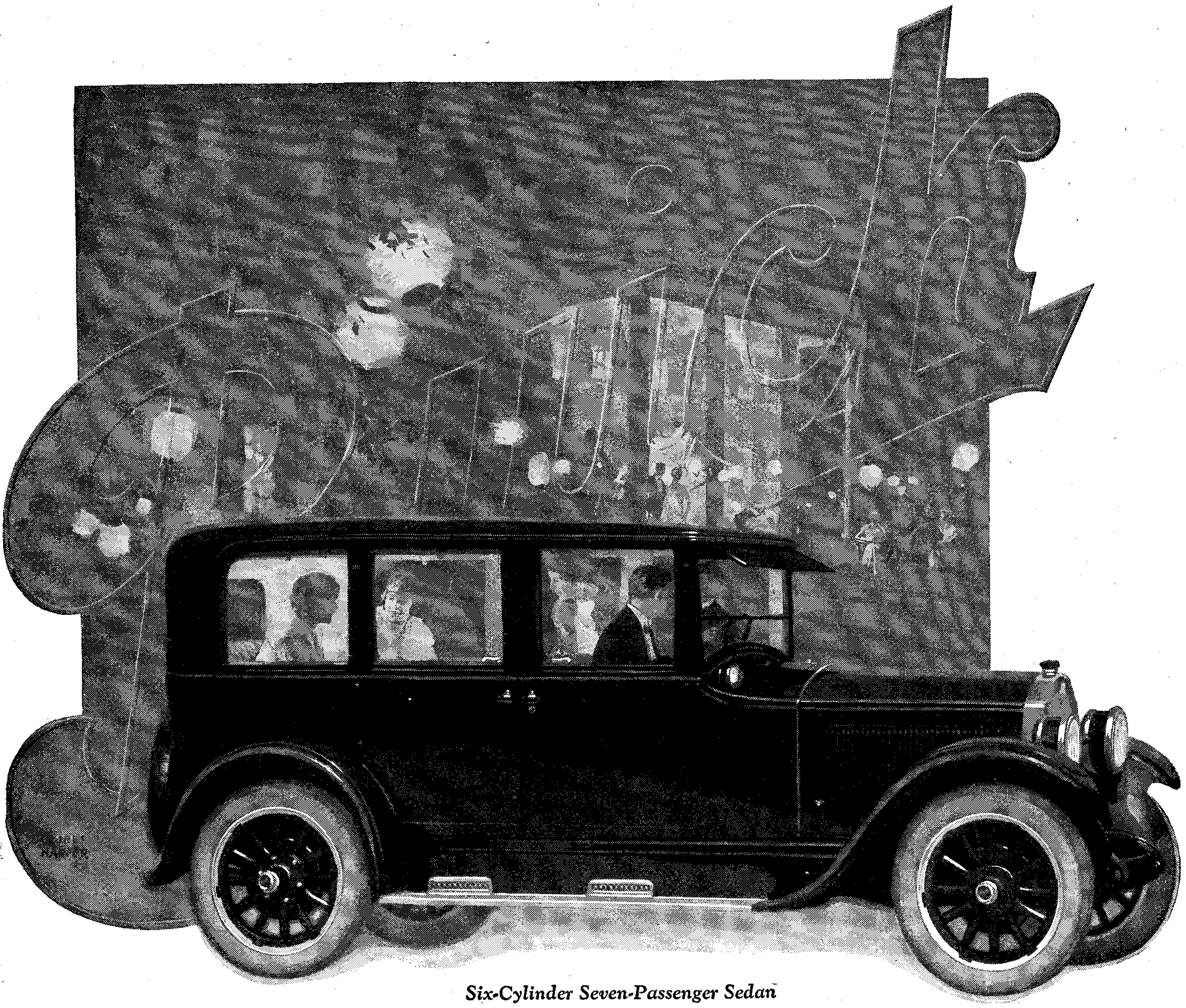
SPRING IN FLORIDA

By Clare B. Roth

There's a mockin' bird a-swingin' in a tall pine tree,
An' the mockin' bird is sleepin', but tomorrow he will sing,
For the mornin' sun is spillin' loads of powdered yellow gold,
An' the birds are full of music—all their little throats will hold.
They swing among the titi an' lift their souls an' sing,
'Cause there's nothin' half so lovely as Florida—in Spring.

You can see the jasmine bloomin' and the violets in the grass,
You can smell the honeysuckle in the hammocks as you pass;
An' the Bay is always smilin'—so is every livin' thing,
An' a callin' you, just' callin' you in Florida—in Spring.

Night time comes a stealin' with the tide a-creepin' slow,
All the gold of early mornin' burnin' soft like to a glow,
An' the mockin' bird is sleepin', but tomorrow he will sing,
'Cause there's nothin' half so lovely as Florida—in Spring.



Six-Cylinder Seven-Passenger Sedan

THE high regard which the public holds for Buick is manifested by the fact that since the introduction of the 1924 models, Buick has broken all production records, including its own, for the manufacture of fine motor cars. This public approval is a significant endorsement of four-wheel brakes which are standard on all Buick models.

Having had ample opportunity to try out my new 1924 Buick, I desire voluntarily to state my experience. The section of country in which I live is mountainous, with but very few stretches of level road. As a hill-climber the 1924 model, has many points of superiority over its predecessors. Its ease of operation at the wheel, smooth-running engine, economy in consumption of gas and oil, and comfort in riding are sufficient in themselves to satisfy the most exacting motorist. On account of the numerous sharp curves and steep inclines, involving constant danger from skidding, I have found the four-wheel brake to be the one great forward step in motor car construction, for use under all conditions of roads and weather.

R. T. Burnett
Hagerstown, Md.

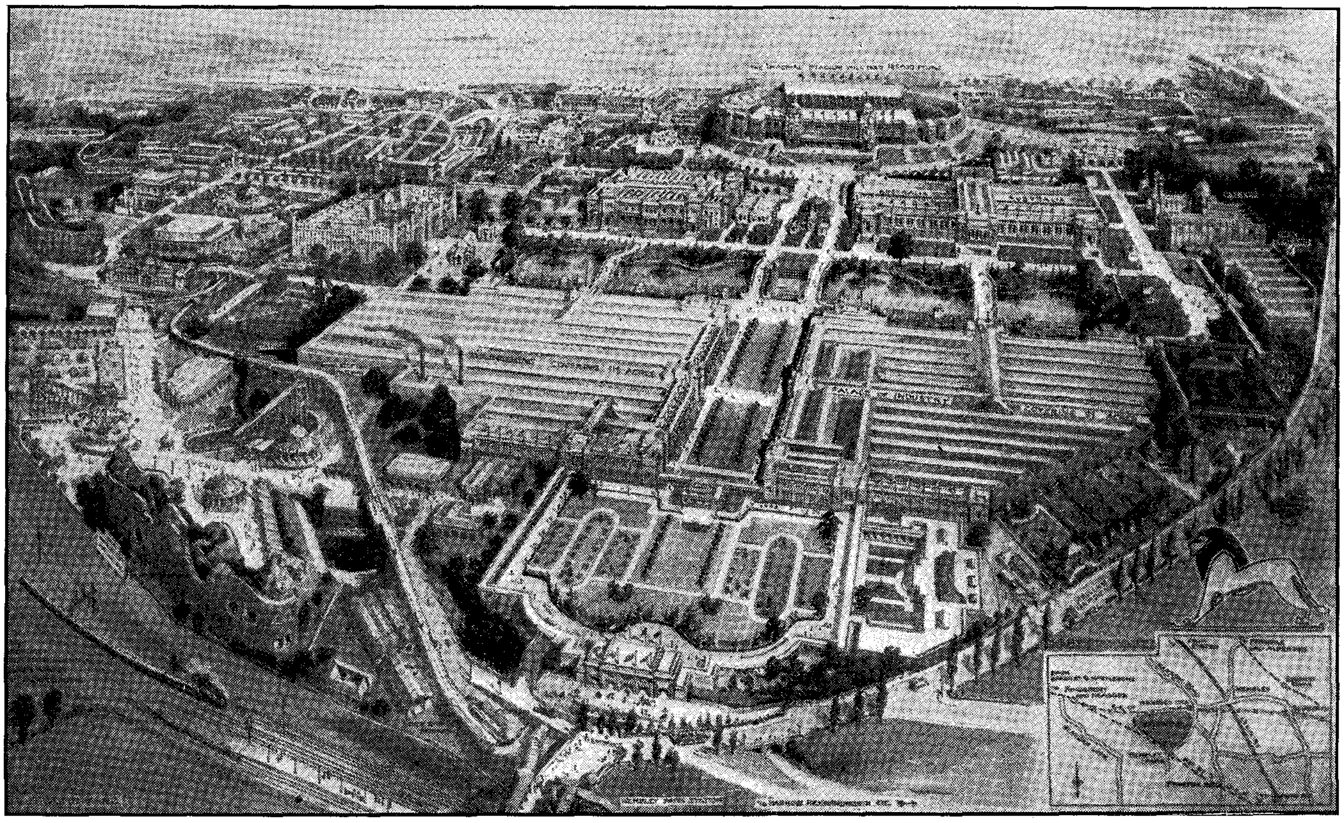
WHEN BETTER AUTOMOBILES ARE BUILT, BUICK WILL BUILD THEM

BUICK MOTOR COMPANY, FLINT, MICH.
Division of General Motors Corporation

Pioneer Builders of Valve-in-Head Motor Cars	Branches in All Principal Cities—Dealers Everywhere

Canadian Factories: McLAUGHLIN-BUICK, *Oshawa, Ont.*

PERSONAL GLIMPSES



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THE EXHIBITION CITY AS CAUGHT BY AN AIRPLANE CAMERA

Formerly a stretch of countryside, not far from London, the 216 acres have been transformed, since January 10, into a huge "World's Fair."

BRITAIN'S EMPIRE PACKED INTO ONE BIG SHOW

OUR OWN P. T. BARNUM, or one of his modern prototypes in the promotion line, might have advertised the British Empire Exhibition something like this:

"Unparalleled! Stupendous! Magnificent! A colossal new city in which is gathered the greatest Exhibition ever conceived in the history of the world! A living epitome of the Empire upon which the sun never sets! Science, arts, industries, strange peoples from all parts of the earth—and last, but not least, amusement, diversion, entertainment, on a scale hitherto undreamed! A huge spectacle, prepared at a cost of more than $200,000,000, showing, within the space of a few acres, the achievements of modern civilization, side by side with the picturesque barbarism of strange seas and savage lands! An education in itself, with revelations no man, woman or child can afford to miss!"

The English, it appears, are singularly deficient in this sort of "go-getter" advertising. The London *Daily Mail*, which has a local reputation for being slightly "yellow" because of its ability to get excited over the news, modestly announced, on the morning when the King and his cohorts opened the Exhibition, that it was "one of the most considerable enterprises of the peace, since here, for the first time in modern days, a picture will be given in miniature of the wealth and resources of the post-war Empire. . . . It far surpasses anything that has been attempted in this country. It throws into the shade the glories of 1851—'The Great Exhibition' which set the Victorians raving—or the more limited splendors of 1886 and 1908. It eclipses, we have every ground for believing, any foreign exhibition of the past. Its buildings have in them more than a touch of the colossal and the vastness of its Palace of Engineering can be understood from the fact that five lines of railway run through it. Its organizers have realized that it is possible to promote trade and to entertain at one and the same time, and have seen that business can be combined very satisfactorily with amusement."

Coming down to a few basic facts and figures, one British authority announces that the Exhibition has been prepared at a cost of £24,000,000, another puts the cost at £40,000,000, while an official prospectus states that "it is costing over £10,000,000 to produce, and an entirely concrete city has been erected to house it." Also, according to this official prospectus, issued by the Secretary of the Exhibition:

> The most conservative expert calculations put the probable number of visitors between April and October at a minimum of 25,000,000. Tho its exhibits will be confined to the British Empire, in all but in name the Exhibition will be international, for the British Empire covers a quarter of the known globe, and every one of the Dominions and Colonies within its bounds is taking part.
>
> The grounds at Wembley will reproduce in miniature the entire resources of the British Empire. There the visitor will be able to inspect the Empire from end to end. From Canada it is but a stone's throw to Australia, from Australia a short step to India and the Far East, from Hongkong a few minutes' walk to New Zealand or Malay. In a single day he will be able to learn more geography than a year of hard study would teach him. And he will be able to see in each case the conditions of life of the country he is visiting. That is the importance of the British Empire Exhibition. It is a stock-taking of the whole of the resources of the Empire.
>
> The Exhibition buildings consist of a Royal Pavilion, a Stadium, a Palace of Engineering, a Palace of Industry, a Palace of Art, and many others, apart altogether from the pavilions the

Is this Girl Smarter than a million men?

How She Solved the Problem

"I am a stenographer and work in a city 12 miles from where I live. We have an interurban railroad but it is 2 miles from my home, and the train schedule does not fit in with my office hours, so I decided to buy a Chevrolet touring car. I had saved enough money to pay one-third of the purchase price. The balance was to be paid in monthly installments of $39 each.

"My salary is rather small because I am only seventeen and am holding my first position in the business world. Before deciding to buy a car, I secured four regular passengers from my own town, who did not like the train schedule any better than I did and were therefore very glad to become my passengers. From each of these four people I receive $2 a week, which totals over $32 a month, besides saving my own fare of $9 a month.

"The actual running expense of the car, so far has averaged between $12 and $14 a month, so that I have a nice surplus left to apply on my monthly payments, and I hope to have the car paid for in less time than I expected.

"When it is paid for, I feel sure that my income from passengers will more than pay my running expenses, and whatever repairs are needed for a year or two at least.

"I have had my car four months and it has given complete satisfaction in every way. I do not hesitate to recommend it to anyone who desires economy as well as comfort in a car.

"The reason I bought a Chevrolet was because about one-half of the car owners in the little community where I live own Chevrolets, and speak very highly of them, both as to comfort and economy. This was recommendation enough for me."

GEORGIA M. W. GREENE,
Murray, Utah.

for Economical Transportation

CHEVROLET

If a seventeen-year-old girl successfully solves one of the oldest problems in the world, while a million or more men, faced with the same problem, appear unable to solve it, does she not prove she is smarter than they are?

Ever since time began the TRANSPORTATION PROBLEM has faced man at every stage of the progress of civilization, and still remains the problem he must solve to amount to much in this world.

Please note that this smart young American girl realized the need of an automobile. Just starting out to earn her living in business, she lacked the cash to pay in full for a Chevrolet and could not spare enough from her salary to meet the time payments. Did she give up the idea, as a million or more able-bodied men appear to have done? No! She was determined to own a Chevrolet—and a determined woman usually finds some way to get what she wants.

Her Chevrolet will cost her nothing

Chevrolets average at least six years of economical utility. Without it she would have to pay transportation charges of some kind for these six years of about 1,800 working days, and have no ownership of a transportation medium for her use evenings, Sundays and holidays.

If other workday transportation would cost $9 a month, she would pay $648 in the six years and so would each of the four passengers she now carries. All five would pay $3,240.

She proposes to make that $3,240 provide her with delightful transportation, buy the Chevrolet and pay for its maintenance, having in addition a modern means for recreation for her family and friends.

You million or more men who "can't afford a Chevrolet"—what do you say? Is Georgia Greene smarter than you?

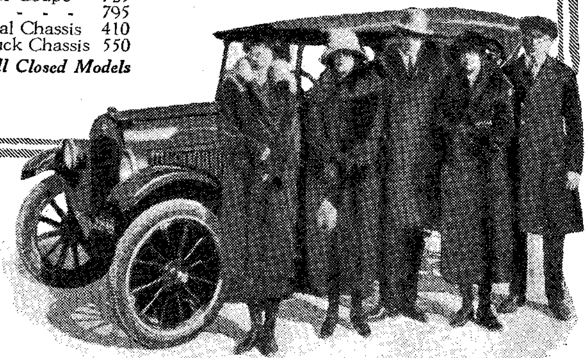
Chevrolet Motor Company, Detroit, Mich.
Division of General Motors Corporation

Prices f. o. b. Flint, Mich.

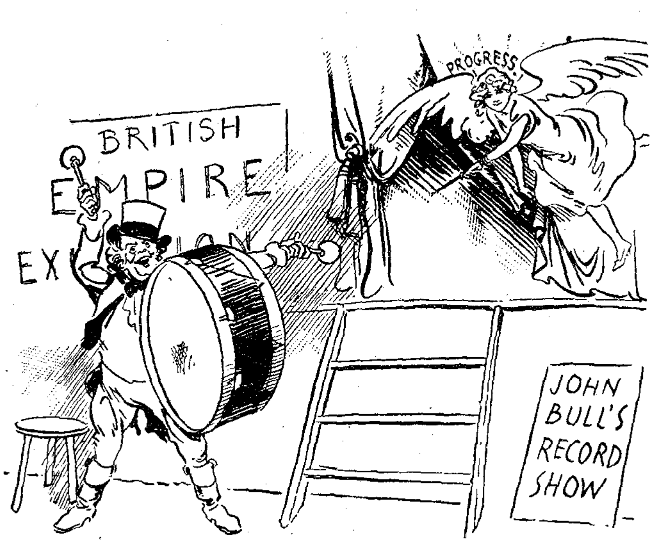
Superior Roadster - - -	$495
Superior Touring - - - -	510
Superior Touring DeLuxe -	640
Superior Utility Coupe - -	640
Superior 4-Passenger Coupe	725
Superior Sedan - - - -	795
Superior Commercial Chassis	410
Utility Express Truck Chassis	550

Fisher Bodies on all Closed Models

In Canada—Chevrolet Motor Company of Canada, Limited, Oshawa, Ontario



> Dominions and Colonies are themselves erecting. The design of the main buildings is on simple classical lines, severe in character and free from unnecessary ornamentation. Variety and color are provided by the kiosks and bandstands, with which the grounds are provided, and by the more elaborate beauty of the Eastern Pavilions. The grounds themselves, which run to over 216 acres, are being laid out with all the skill known to the modern landscape artist. An ornamental lake, which runs through the center of the grounds, will provide excellent boating facilities.
>
> Tho the predominant purpose of the Exhibition is serious, every effort has been made to leave stereotyped exhibition methods behind. A coal-mine at work will show what the coal industry means to the country; a complete range of cotton machinery at work will emphasize the importance of the cotton industry. And so it is throughout. No museum this, but a live, up-to-date enterprise worthy of the Empire it is designed to reproduce.
>
> For amusement the latest devices known to the ingenuity of man will be collected in an amusements park three times the size of the largest amusements park in the United Kingdom. Apart from the scenic railways, switchbacks, water rides, and other attractions of the fair, which will be on a scale altogether unprecedented, there will be special attractions which will make the Exhibition famous in the annals of the showman.



OPENING DAY AT WEMBLEY

THE OLD SHOWMAN: "Walk up, everybody! Money back if you're not delighted!" —*London Daily Express.*

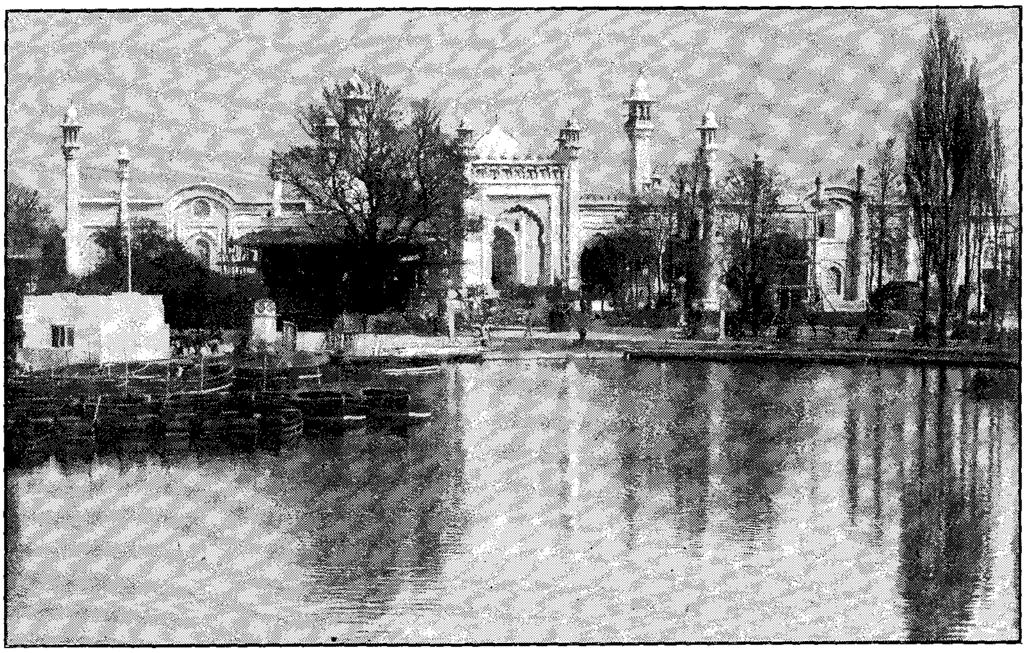
An exact replica of the tomb of Tut-ankh-Amen at Luxor, it appears, is being staged "under the direction of one of the most distinguished Egyptologists of the day":

> Also there will be a Temple of Beauty in which the most beautiful women of the ages from Helen of Troy and Cleopatra down to the present day will be seen in contemporary surroundings. Captive airplanes will circle round the park, and gliders enable the visitor to enjoy the latest development of the science of flying. A huge dancing-hall, a street with a thousand side-shows, and an aquarium with all the queerest of queer fish known to Neptune will serve to vary the interest.
>
> Then there is the Imperial Stadium, which dominates the landscape for miles around, and is the largest and most complete sports arena in the world. It can hold 125,000 spectators, and is one of the greatest concrete wonders of modern times. Here during July and August will be staged a magnificent Pageant of Empire, in which, by a series of historical episodes, the development of the Empire from the earliest times will be illustrated. The Army and Navy and the chief cities of the United Kingdom will take part, and it is hoped that the Dominions will cooperate by presenting in a striking manner scenes from their history. The Boy Scouts are holding an Imperial Jamboree during the first week in August, which will be attended by about 10,000 boys from all over the Empire. They, too, will take part in the Pageant.
>
> On Empire Day a great military tattoo, in which the largest band ever seen in the British Empire will take part, will be held. Bandsmen to the number of about a thousand will be drawn from each line regiment in the British Army, and they will be reinforced by a mounted band formed on the same lines from the cavalry regiments. A second edition of the tattoo will be given in September after the Pageant of Empire.
>
> A series of six mass concerts with over 10,000 voices and an orchestra of over 500 instruments will be staged in the Stadium. Firework displays will be given at least once a week.
>
> In a huge bandstand with seating accommodation for 10,000 people, daily concerts by the best British and Dominion bands will be given.

"You have often wanted to travel around the world," remarks the prospectus, in the single paragraph given up to what might be called pure "ballyhoo." And—

> At Wembley you will be able to do so at a minimum of cost, in a minimum of time, with a minimum of trouble, studying as you go the shop windows of the British Empire. You will be able to go behind those windows and see how the goods are produced, and meet the men and women who produce them. Every aspect of life, civilized and uncivilized, will be shown in an Exhibition, which is the last word in comfort and convenience.

The Exhibition, to continue from April to October, is providing hundreds of pages of print and pictures for the English newspapers and magazines. Skilled writers describe its various glories, mostly in a personal speculative way, which might appear to American readers as "literature" rather than as news. "As with heaven so with the British Empire Exhibition," begins a typical report; "one must enter as a little child or not at all." The writer, Gerald Barry, of the *Saturday Review* (London) continues:



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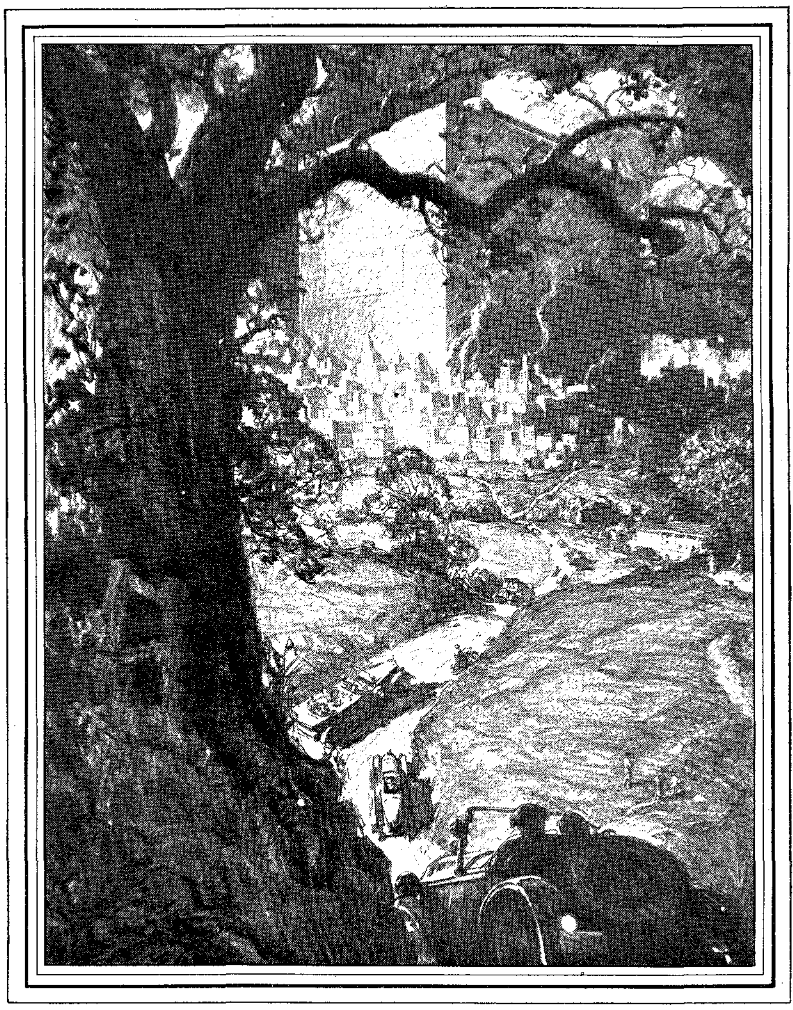
A BIT OF INDIA MOVED TO ENGLAND FOR THE EMPIRE EXHIBITION

All parts of the Empire have contributed to the new city built near London to display the products and resources of Great Britain and her colonies. Twenty-five million visitors are expected.

> Unless, of course, one happens to be one of those improbable persons who go there on business. You and I, who have no

THE LONG-LIFE BATTERY FOR YOUR CAR



Drawn by Edward L. Chase for *The Electric Storage Battery Company.*

Only a question of time

and time is money

The difference between a good battery and a better battery is a matter of *time.*

Almost any battery will start and light your car for a while. The proof of merit lies in the *duration* of this service.

Thousands of drivers will testify to the long life of Exide Batteries, and not just long life but *continuous* service, with amazingly little interruption and repair expense.

It is this rugged tenacity of the Exide that makes it such an economy. At the present low prices the saving with an Exide by the month and by the year of service deserves your serious consideration.

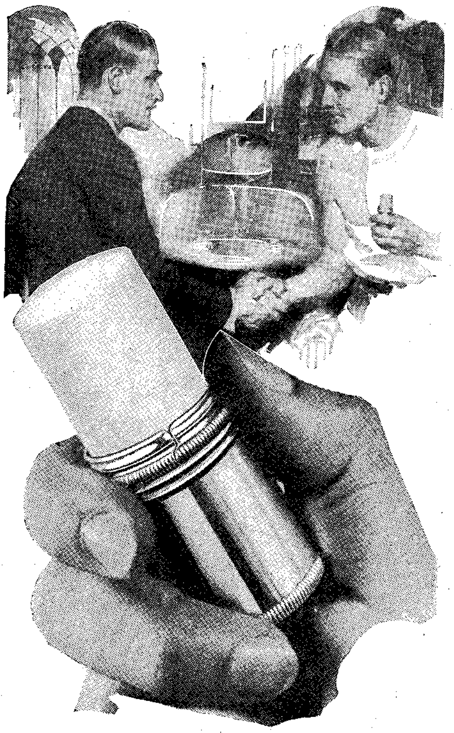
EXIDE PRICES are from $17.65 up, according to size and geographical location. You can get the right battery for your car at a near-by Exide service station.

THE ELECTRIC STORAGE BATTERY COMPANY, PHILADELPHIA
In Canada, Exide Batteries of Canada, Limited, 133-157 Dufferin Street, Toronto

FOR YOUR RADIO
There is an Exide Radio Battery for every type of tube — batteries that give uniform current over a long period of discharge.

Exide
BATTERIES

AT RADIO DEALERS
Exide Service Stations and Radio Dealers everywhere sell Exide Radio Batteries. You will get the most out of your set with an Exide.



Shaving sticks
-like men-differ in
the grasp they offer

THIS new Williams Doublecap Stick offers you a *man's* grasp —obviously better than the slippery, finger-tip hold of old-style shaving sticks.

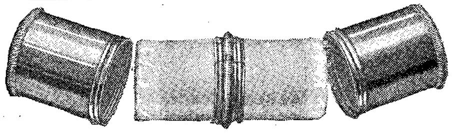
The metal holder goes clear to *the middle* of this stick. There's plenty of room for your fingers. And the big hold *stays the same* from first to last! When both ends of the stick are worn down, the remaining thin wafer of soap fits nicely on a Williams Re-load.

Williams Re-loads cost less than the original package. The metal Doublecap container lasts indefinitely. It is highly polished, non-corrosive, a fit neighbor for your handsomest silver toilet articles.

The soap in Doublecap gives that same shave for which Williams is noted — faster softening of the beard; smoother, easier cutting because of the lubric element in the lather; and finally, delightful after-care of the skin. You'll find Doublecap the perfect stick.

THE J. B. WILLIAMS CO., Glastonbury, Conn.
The J. B. Williams Co. (Canada) Ltd.
St. Patrick Street, Montreal

We've scored again! *Aqua Velva* is the new product—a *scientific* formula for use after shaving. For free trial bottle, write Dept. 26-A.



Williams
Doublecap
Shaving Stick

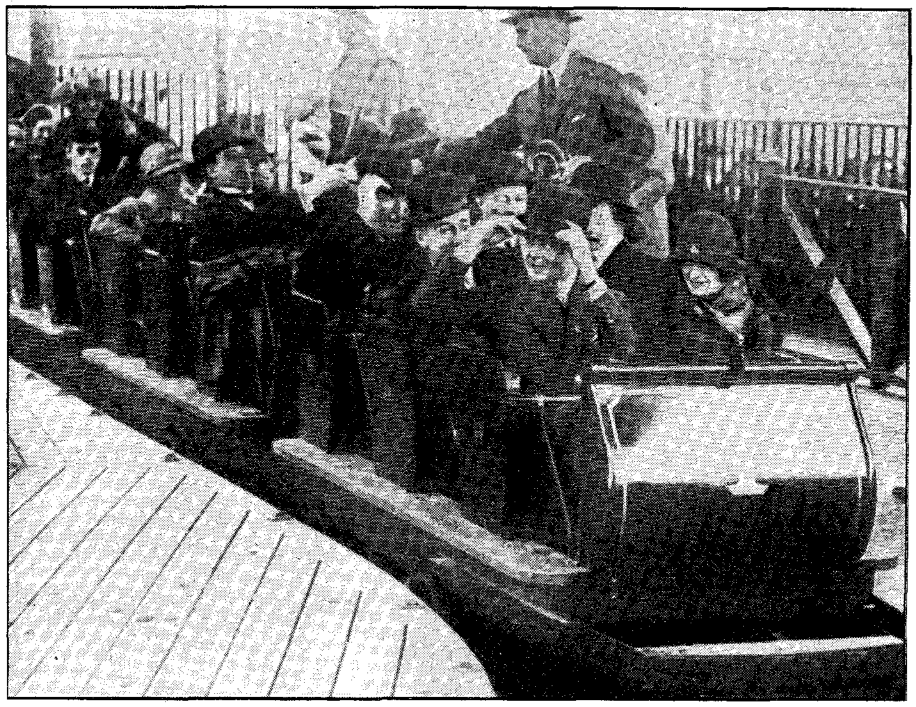
By the makers of the famous Williams Holder Top Stick, and Williams Shaving Cream with the Hinge-Cap

PERSONAL GLIMPSES

Continued

orders to place for a gross of locomotives or one dozen twin-impulse turbines (as who should say, "two pen'orth of peardrops, please"), must go to Wembley to wonder and admire. Whatever we learn there should be absorbed unconsciously; whoso goes in as a student will assuredly come out as a stretcher-case. If, on the other hand, you go not to learn but as one already learned, you will equally have your troubles. The engineer who is on terms of intimacy with a Witton Kramer Electric Lifting Magnet, or in a position to call a Constantinesco Torque Converter Motor Chassis (for driving standard gage engines) by its Christian name without giving offense—what sort of thrill is he likely to experience from meeting daily acquaintances for once in a way out of office hours? Even if he seeks relaxation among the allurements of the Amusements Park, he will likely torture his mathematical mind by calculating his chances of survival should he put the strains and stresses of the switchback to personal test. He may recall what the guard of the funicular replied to the old lady who asked him what would happen if the cable snapt: " That, madam, would depend on the life you have led."

But we children, who in our innocence know not a centrifugal pump from its direct acting brother, ours is an unalloyed pleasure of making acquaintance with half a hundred modern miracles for the first time. I knew, for instance, that, somehow or other, cigarets get packed into boxes; or I knew that, somehow or other, paper is made from wood-pulp. But when I saw before my eyes fluid as liquid as my own bath water transformed—in a journey through one machine, of under fifteen yards and under five minutes—into a roll of clean, dry, eminently usable printer's paper, such as we may see almost any day being lowered into vaults off Fleet Street, I was inclined to remain incredulous.



Wide World photograph

HIS ROYAL HIGHNESS SHOOTS THE CHUTES

The Wembley Exhibition includes an extensive amusements park, where the Prince of Wales, according to cabled dispatches, recently took a wild ride without losing his seat.

There is a story of a blacksmith on his death-bed, who listened patiently and receptively to a recital of Old Testament miracles from the mouth of his cleric, until at length they came, by way of Jonah and the whale and other mysteries, to the story of Shadrach, Meshech and Abednego. "What?" asked the dying man with sudden animation, "do you mean to tell me those three men passed unhurt through a furnace?" "Yes," said the clergyman. "As hot as it is when I stoke up?" persisted the blacksmith. "Yes," said the clergyman. "Then I don't believe it," the fellow replied, and then—after a pause — "And what's more I don't believe your bloomin' fish story neither!" I know now how paper is made: I could describe to you the process in detail. But I'm not sure I believe it, and what's more I'm not sure I believe about the cigaret-packing machine neither.

But that, hedges the philosophical reporter, is where he goes wrong. For he proceeds:

I began to tantalize myself with philosophic doubts, whereas these are not subjects for reason, but for faith. There are mysteries more authentic to be found by a mind untutored as mine in the Palaces of Industry and Engineering than in all performances of Tibetan jugglers in the Indian Theater, and one takes one's farewell of these wondering what further marvels the commercial conjurer may not have up his sleeve. But it was hard to leave the engines. Having decided, after due comparison of their respective enamel surfaces, that I preferred the London and North Eastern locomotive to its Great Western or L. M. S. rivals, I approached a salesman. Perhaps I didn't quite look the part; anyhow, something in the gentleman's demeanor made me defer my order on behalf of the Fiji State Railways until another visit. But I still regret my infirmity of purpose.

From Doncaster I set a course for the Gold Coast, arriving beneath its sun-baked

A nation's shopping list

DAY after day, wherever there is human habitation, whenever there is the need to buy, a nation's shopping list is made. On it is written every commodity made or used by man. And on this list, again and again, are written the names of certain manufacturers and the names of certain brands.

They are the names and brands of manufacturers who have established direct communication with users of their products by the power of the printed page. In the homes of the people, these makers have told the truth about the things they make. They have described them with detail and accuracy, explaining their uses. They have planted knowledge, established confidence, created preference.

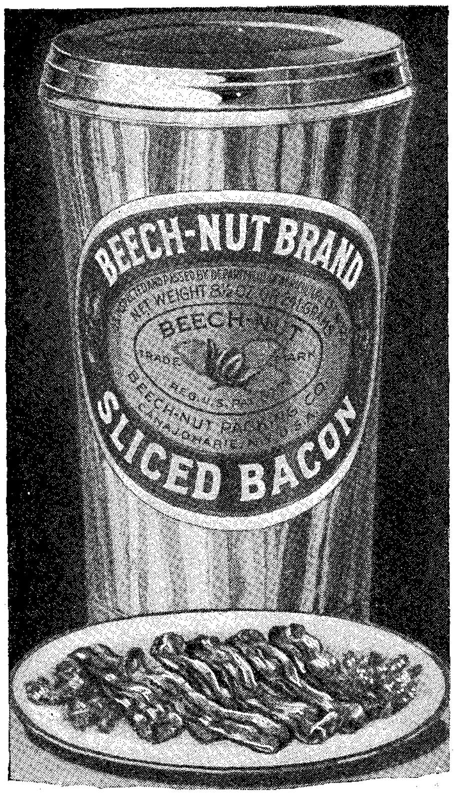
Through advertising they have lightened the burden of selling that lies on the shoulders of the merchant. To the reputation of the retailer they have added the confidence that reposes in a well-known trade-mark. They have assumed full responsibility for the character and measure of their merchandise.

By raising the standards of production, by implanting desire and cultivating it into ready consumer acceptance, they have reduced retail sales resistance and multiplied the dealer's turnover. Through advertising they have made profitable the territories that were weak. Through advertising they have created markets. These manufacturers do not struggle for distribution. They command it.

N. W. AYER & SON

ADVERTISING HEADQUARTERS, PHILADELPHIA

NEW YORK BOSTON CHICAGO SAN FRANCISCO



Your cooking brings out the flavor

THE flavor of Beech-Nut Bacon, like its aroma, is *smoked in* at Canajoharie, N. Y., over smouldering logs of beechwood. Sliced to a uniform thinness, carefully packed in vacuum sealed glass jars, its exquisite flavor and aroma are released in your own home by broiling or rack-baking. Bacon-lovers near and far look to Canajoharie in the Mohawk Valley as their source of bacon-inspiration.

Beech-Nut Bacon comes always in thin, uniform slices that cook perfectly. No rinds; no waste—it's *all bacon,* solid and nourishing. Adds flavor to steak, chicken or chops. In glass jars everywhere. Beech-Nut Packing Co., Canajoharie, N.Y.

Fast express service makes Beech-Nut Bacon *in boxes* available in the following cities and their suburbs: Boston, New York, Brooklyn, Philadelphia, Rochester, Buffalo, Detroit, Chicago.

Beech-Nut Sliced Bacon

"You can't mistake the flavor"

Bacon	Prepared Mustard
Peanut Butter	Jams and Jellies
Macaroni · Spaghetti	Marmalades and
Vermicelli	Preserves
Macaroni Elbows	•
Macaroni Rings	CONFECTIONS
Prepared Spaghetti	Mints · Caramels
Pork and Beans	Fruit Drops
Catsup · Chili Sauce	Chewing Gum

Dept 3-D. BEECH-NUT PACKING COMPANY
Canajoharie, N. Y.

Please send, without expense to me, the new booklet of suggestions for using Beech-Nut Bacon. (Enclose 10c if you wish to secure a special rack for *baking* Beech-Nut Bacon.)

Name ....

Street ....

City and State ....

PERSONAL GLIMPSES
Continued

walls as the first drops of rain fell from a leaden sky. Here the exhibits are of two kinds: the first consists of natives, engaged in their simple crafts; the second of various products of civilization, labeled, "What the Gold Coast African Wants." At all events, they are what he gets: I noted among them such things as lace parasols, peppermint bull's-eyes, boneless breakfast hams, steel animal traps, and perfume. The inhabitants of the Gold Coast have evidently been asking for it. But it is disappointing to find these people drest not, as we surely had a right to expect, in native costume (or for what passes for costume on the Gold Coast) but in flagrantly civilized attire. For example, "Mr. Tay, of Kwitta," busy at his handloom and smiling quietly after the manner of his kind, at some jest undivined by Western intellect, was clothed in uncompromisingly gray flannel trousers. He wore also a pair of standard boots, a cloth cap, gold-rimmed spectacles, and a mustache (Army pattern). In the next cage to Mr. Tay sat Akosoa Baa, daughter of the Queen Mother of Taffo. The House of Taffo evidently has "ideas" on democracy, and Princess Akosoa sat among the potsherds beguiling the languors of royalty with clay and spatula. Around her shoulders were thrown with charming negligée a scarf of well-known club colors—Old Borstalian or whatnot: perhaps Princess Baa is the black sheep of the family. Do the wattles of Wooloomooloo shelter mortals the happier for the coming of King Shoddy? Alas, for the Black Man's Burden!

Wonder, announces the writer, should be the keynote of this pilgrimage, and there are many things at which to wonder. He opines:

> You will wonder, whoever you are, at the building adorned with fourteenth-century Maori wood-carving done, without metal tools, and left with that zeal for Art and things Imperial for which the days of Albert the Good are justly renowned, forgotten for fifty years in the dungeon of a Kensington museum. You will wonder, too, assuredly, at some of the pictures in the Palace of Art. Also you will wonder, unless you are luckier than I, at the mud; at the variety of restaurants and the monotony of their fare; at the furtive little mongoose (Rikki-Tikki-Tavi?) tethered, rather unkindly, outside the Taj Mahal. And if you are mechanically innocent, you may wonder, as did I, at the appalling shindy to the rattle of which several charming young ladies are engaged in making and filling tins in order that you and I may have polish for our boots; or at that sheer wall of liquid chocolate falling like a slow-motion picture of Niagara into which each frail little bark of confectionery is inexorably borne, to emerge safely at the farther end spick and span in seductive coat of brown. You may conceivably wonder, too, at the amount of money to be spent in an afternoon, at the condition of the alleged roads, or by what wise providence it was ordained that the finest vista in the grounds should be blocked by two insignificant buildings. . . .
>
> But such querulousness betrayeth fatigue. Away, then, to the Amusements Park! As you pass by, the strains of a Burmese children's ballet may astonish you, but dissonances precisely similar greet the ear as the swings and roundabouts of twentieth-century England loom up. If you are masculine you may decide to resolve a complex or two by a visit to the "Crazy Kitchen," where you may smash as much crockery as you can with nine balls for a shilling. If feminine, how shall you resist the invitation of the showman of "The Whirl of the World": "Come along, ladies, come and have a whirl!" or a quiet game of Skeeball? . . . middle-aged gentlemen and ordinarily dignified matrons solemnly rolling large wooden balls into galvanized iron bins for a reward of composition dolls with "genuine hair." Over the entrance hangs an additional lure: a "Special Monthly Prize of a McKenzie Lightweight Safety Motor Cycle, value £—," for the player making the highest score in a single game. The value of the machine may be indeterminate, but that word "Safety" is good. And then the switchbacks. . . . They say we take our pleasures sadly: but then we take such sad pleasures. What instinct is it that prompts men and women to pay for the fun of being tortured?

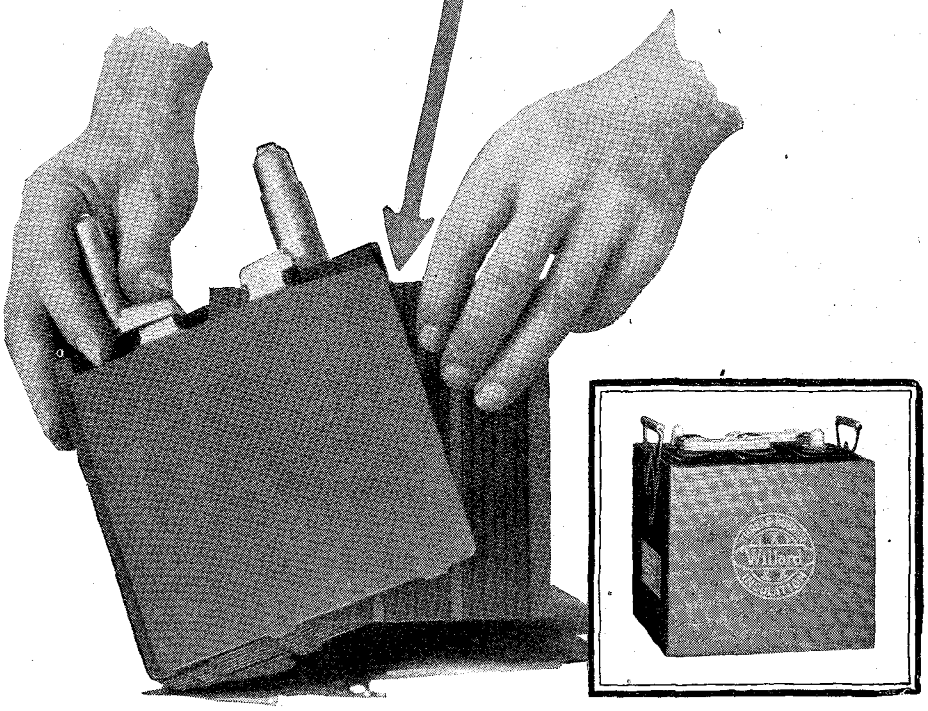
"As for size, the scale of things is calculated to sober an American," reports another correspondent, citing the fact that there are fifteen miles of roads in the Exhibition City. The London *Daily Graphic,* also, it appears, with an idea as to what Americans may think of it, devotes a page of the praises of Wembley written by an American visitor. Incidentally, according to Associated Press reports, it was discovered, on the great opening day, that the platform from which the King of England made his address was built of American lumber. This lumber, showing up at an exhibition supposed to represent only the Empire and its Colonies, caused a good deal of humor and some indignation. Most of the English reporters turn somewhere in their reports to the significance of the big show as revealing the diversity and unity of the quarter of the globe included in the British Empire. "Here at Wembley," writes the editor of the London *Times,* near the conclusion of a long leading editorial:

> All who think at all must see some vision, however weak and undefined, of its world-wide extent and of its boundless resources. They are possessions for good or for evil; and to leave them unused, or but negligently used, is to use them for evil. The world has never seen a society resembling this, embracing races, religions, habits, civilizations, and forms of government so diverse, firmly linked together, but linked by no common Constitution, and by scarce any constitutional principle, save common loyalty to the Sovereign and to the flag. These and the other spiritual ties that make us one, our common sentiment and our common thought, have shown their strength in the ordeal that has tested them and hardened them; the weaknesses and the dangers of the system are manifest. The Empire is a League of Nations which does not need, and does not desire, a written Covenant to regulate it.

With more regard for the general view of mankind, the internationally minded Manchester *Guardian* recalls that four empires went into the Great War, and only one came out. *The Guardian* observes further:

> "Empire" itself has come to be an

Right HERE is Where You Save



Look at the picture above and you will see how a Willard Threaded Rubber Battery is insulated. Note how the Threaded Rubber Insulators are placed between the plates of the battery to prevent the leakage of electrical current from one plate to another.

In the battery built by the usual method, the plates, if of ordinarily good quality, will outlast the insulators. Then, either the battery will have to be discarded long before its time, or reinsulated at considerable cost.

Threaded Rubber Insulation saves you this expense because it is rubber. Rubber is not affected by acid and the Threaded Rubber Insulation in your Willard Battery should last as long as the plates. Willard Service Stations will replace this insulation without charge if it does not.

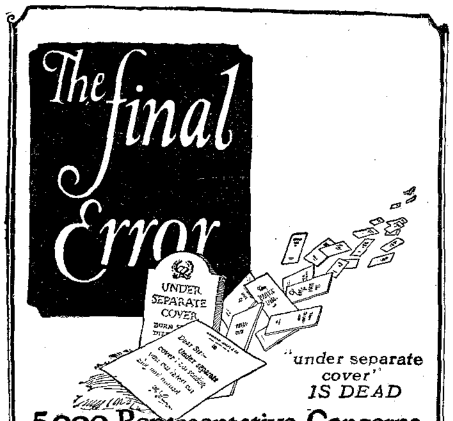
So in buying a Willard Threaded Rubber Battery, you can deduct from the price you pay the dollars you save on reinsulating.

And you save on recharging, for the records of Willard Service Stations show these batteries require less recharging, and only in occasional cases any minor repairs.

WILLARD STORAGE BATTERY COMPANY, CLEVELAND, OHIO
In Canada: Willard Storage Battery Company of Canada, Limited, Toronto, Ontario

Willard STORAGE BATTERIES

For your radio set you need Willard Rechargeable Radio Batteries. Send for the free booklet, "Better Results from Radio."



5,000 Representative Concerns are no longer guilty

Today, more than 5,000 representative concerns are sending printed matter and the accompanying personal letter under the SAME cover. They are sending second-, third- or fourth-class mail matter accompanied by personal first-class sales letters at the SAME time and at no greater expense—often less. They are using Du-Plex or Mon-O-Post Envelopes!

Du-Plex and Mon-O-Post Envelopes eliminate the "under separate cover" nuisance. They provide one sturdy compartment for your printed matter or even small articles of merchandise. And they provide a smaller compartment for that personal punch-ful sales letter that should accompany every piece of printed matter or merchandise that leaves your place of business via the mails.

Why not add *your* name to the list of concerns that have stopped making the Final Error? As a preliminary write for our booklet "Suppose This Were Your Catalog." And let us show you how the combination mailing envelope will actually reduce your mailing expense.

DU-PLEX ONVELOPE CORPORATION
361 South Sixth Street, Quincy, Illinois
"Mailing Information Headquarters"
Thirty Branches in Metropolitan Centers

Both Together, Sir'

Du-Plex Envelopes, in stock sizes and in average quantities, are sold by many leading stationers. If you cannot secure them locally write direct to "Mailing Information Headquarters."

Du-Plex
TRADE MARK REG. U.S. PAT. OFF.
2 in 1 ENVELOPES
Pat. U.S.A. May 20, 1919, Oct. 9, 1923, Feb. 28, 1924. Pat. Canada Sept. 30, 1919. Other Pats. Pending

COLUMBIAN
MON-O-POST
TWO COMPARTMENT
ENVELOPES
Patented July 19, 1921
Other Pats. Pending

© 1924

FOR MORE SALES THROUGH THE MAILS

PERSONAL GLIMPSES

Continued

expression not for power of vast range wielded from a center but for political unity on a greater than national scale. It is a commonwealth or a fraternity of States rather than an Empire which will be represented at Wembley, and it is a pity that language has not devised the convenient words, substantival and adjectival, which express this idea. "Empire," "Imperial," "Imperialism," hold their own through the sanction of long usage and the convenience of words of Latin origin in the expression of a political tendency or school of thought. But, in fact, there is a grave ambiguity in their use, which is the source of political dangers. In one conception the term Empire is a flag waved in defiance of the world. In another it is a suggestion or invitation to all peoples to follow the same path of amity. We could wish nothing better for Wembley than that it should serve to strengthen this second interpretation and conduce, as the King says, not only to the unity and prosperity of the British nations but to "the peace and well-being of the world." Internationalism may have been a dream in the nineteenth century. To the twentieth it is an urgent problem, and it can be solved only if Empires and National States alike become true commonwealths within their boundaries, and so prepare themselves to join with one another in the one commonwealth including them all.

PITY THE POOR RADIO ARTISTS, WHO CAN'T COLLECT

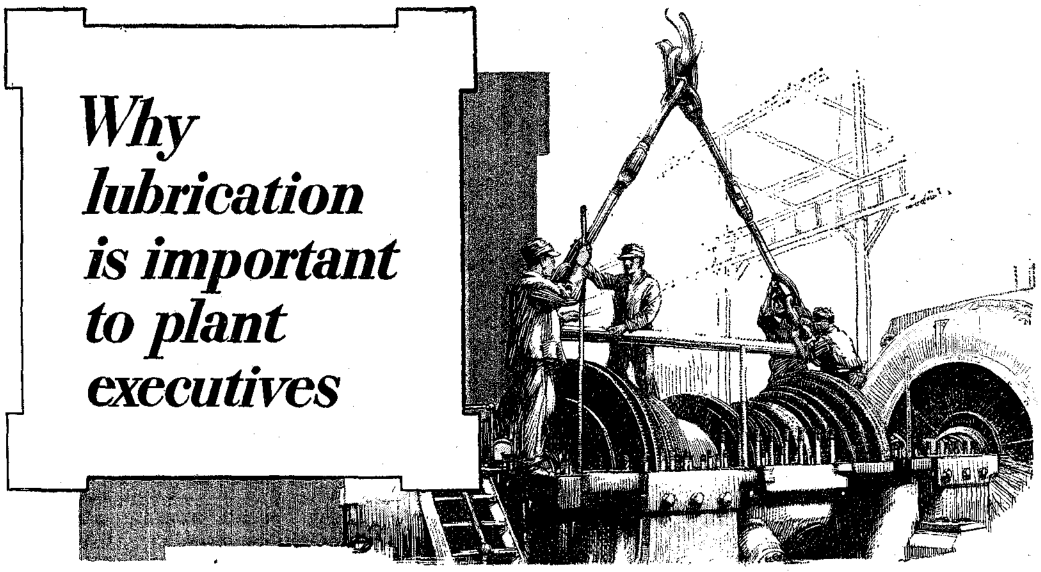
THE man with the violin, the lady with the pleasant singing voice, who perform before radio audiences of a few million people, more or less, are wondering who is going to pay for their trouble. The artist admits, like the laborer, is worthy of his hire, but the broadcasting companies are very doubtful about contributing to said hire,—at least to the extent required by first-class performers—and the public, naturally, feels that it has paid the price of admission in expensive radio sets. Who is to pay the fiddler? The question, mixed up with the whole matter of the broadcasting programs of the future, is producing thought-waves, not only from the humble radio fans, but from such high-powered sending stations as Herbert Hoover, Secretary of Commerce, David Sarnoff, Vice-President of the Radio Corporation of America, and Martin P. Rice, Director of Broadcasting for the General Electric Company. Also there is E. C. Mills, representing the musical composers, authors and publishers, who has an ambitious plan for canvassing the nation from all broadcasting stations, so that the radio fans may pay, by voluntary contributions, for the services of great professional stars.

All these views, and a number of others on the present state of radio, the broadcasting companies, the actual broadcasters, and the public, are presented in a recent symposium of the New York *Times*. Mr. Hoover begins the argument with words to this effect:

> With more than 3,000,000 receiving sets already in existence, and the number fast increasing, I see no way of collecting a charge from the listeners for the support of broadcasting programs. I don't know how you could find the sets or police such a collection. It seems physically impossible I don't believe it is necessary.
>
> At present the expense of broadcasting is carried in five ways. First, it is borne by the manufacturers who are interested in the sale of instruments. Unless there is a broadcasting service of such type as will attract the use of receiving sets, there will be no sale of receiving sets.
>
> There are some parts that are renewable —tubes, and so forth—just as there are in electric-light systems. If the manufacturing companies want to maintain their business, they will have to make sure there is an adequate broadcasting service, or they won't have a business. That means that out of the profits, as an item of expense in the conduct of their undertaking, they will have to provide adequate broadcasting, assuming that it is not maintained from other sources. That would be indirectly a charge on the receiving set.
>
> The second direction from which broadcasting comes is from establishments that get a certain advertisement from the connection of their name with the broadcasting station. I have never believed that it was possible to advertise through broadcasting without ruining the industry. I don't believe there is anything the people would take more offense at than the attempt to sell goods over radio broadcasting. The average person does not want his receiving set filled with that sort of material, and his resentment will extend to the establishments that are responsible. They will lose much more than they gain. On the other hand, the indirect value of having the name of the establishment attached to a station and giving service to a community has certainly proved of importance, or we should not have some hundred or hundred and fifty broadcasting stations supported in that fashion.
>
> A third element in the problem is the public service corporations which find that there is an intangible return to them for giving the service to their consumers.
>
> Then there is a fourth group, the public institutions, schools and universities, which are broadcasting purely educational matter. They do this as a matter of extension of education and out of funds provided for public education.
>
> There is a fifth group, composed of the Federal Government and municipalities, which is broadcasting essential information, such as weather reports and warnings to ships. This is a very proper method of communicating vital information, and the charge comes from the taxpayer.
>
> I have no doubt that somewhere, out of all these combinations, broadcasting will be maintained, and that there is no real question of putting a charge on the owner of the receiving set.

H. B. Thayer, President of the American Telephone and Telegraph Company, exprest his views, as reported by *The Times*, on the future of radio as follows:

> I have no doubt that in one way or another, by some agency, broadcasting is going to continue and be extended. Better programs will be given. I have the feeling that after a while the public may insist upon the right to get something better



Why lubrication is important to plant executives

Let the builders of your machinery speak

Do the builders of engines and machines concern themselves about the lubrication of those engines and machines in operation?

They do. The great majority of engine builders in this country take definite steps to insure the use of correct oils on their equipment after the purchasers have put it in operation.

Why do the engine builders take this interest?

Naturally they are interested in having their machinery give satisfactory service. And their own scientific experiments and tests have convinced them that the most important single factor in securing satisfactory service is lubrication.

What oils do these engine builders recommend?

Over 200 of the leading engine and machine builders of this country specifically recommend or approve the use of Gargoyle Lubricating Oils on the units which they manufacture and sell. They send specific instructions to the purchasers of their equipment recommending the use of these oils and in some cases go so far as to send samples of the oil which they recommend.

Why do they recommend Gargoyle Lubricating Oils?

Because they have individually become convinced of the expertness of the Vacuum Oil Company in matters of lubrication, and have found their greatest insurance in accepting the lubrication recommendations made by this company.

What does the engine builder's carefulness suggest to the plant executive?

It suggests the advisability of learning if all the engines and machines in your plant are now being lubricated as scientifically as they should be. To help you secure that information the Vacuum Oil Company will gladly send an experienced representative to your plant. You will find this representative well informed on machinery operation and lubrication. If it seems advisable we will have our engineer make a careful survey of your equipment, in cooperation with your plant engineer. This visit will be followed by the Vacuum Oil Company's recommendations which will insure smoother running machinery, less wear, fewer repairs and shutdowns, and as a result, more continuous operation and improved production profits.

This service involves no obligation on your part and may be had by writing our branch office located nearest to you.

Domestic Branches:

New York (*Main Office*)
Boston
Chicago
Philadelphia
Detroit
Pittsburgh
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Minneapolis
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Des Moines
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Kansas City, Mo.
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Springfield, Mass.
New Haven

Vacuum Oil Company
NEW YORK

A Broad Service to Industrial Plants

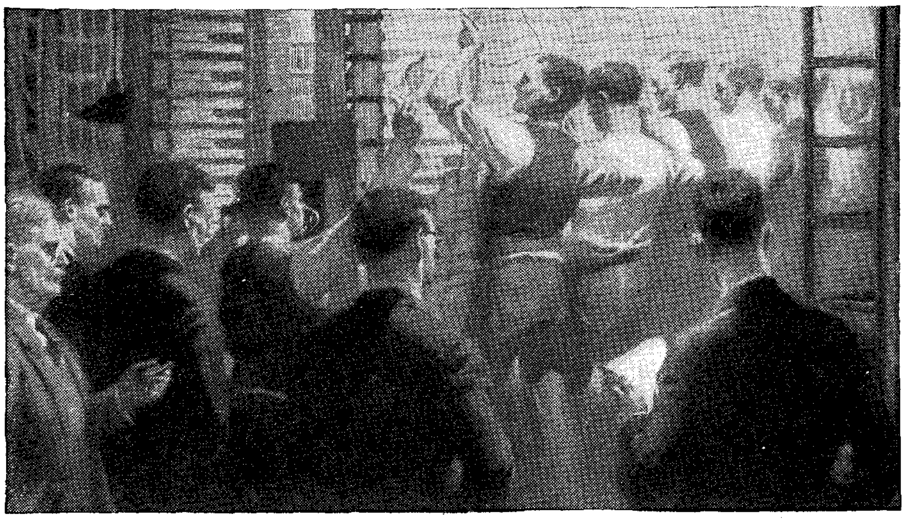
Practically every leading builder of industrial machinery has at some time conferred with the Vacuum Oil Company for assistance in solving his lubrication problems.

Over 85% of the leading builders of all prime mover engines recommend or approve the use of Gargoyle Lubricating Oils, made by this Company. The majority of Builders of the many other kinds of industrial machinery recommend or approve Gargoyle Lubricating Oils. Take the leading industries and the ten leading manufacturers in each industry, and you will find that the Vacuum Oil Company will be lubricating important units in 90% of them.

In thousands of plants in all lines of industry the Vacuum Oil Company is today solving lubrication problems and bringing about improved operating results.

GARGOYLE

Lubricating Oils
for
Plant Lubrication



The Switchboard Comes to Life

Zero hour approaches. Wire chief and assistants are set for the "cut-over" that will bring a new central office into being.

In the room above operators sit at the new switchboard. Two years this equipment has been building. It embodies the developments of hundreds of engineers and incorporates the scientific research of several decades. Now it is ready, tested in its parts but unused as an implement of service.

In the terminal room men stand in line before frames of myriad wires, the connections broken by tiny insulators. Midnight comes. A handkerchief is waved. The insulators are ripped from the frames. In a second the new switchboard becomes a thing alive. Without their knowledge thousands of subscribers are transferred from the old switchboard to the new. Even a chance conversation begun through the old board is continued without interruption through the new. The new exchange provides for further growth.

This cut-over of a switchboard is but one example, one of many engineering achievements that have made possible a wider and prompter use of the telephone.

To-day, in maintaining a national telephone service, the American Telephone and Telegraph Company, through its engineering and research departments, continuously makes available for its Associated Companies improvements in apparatus and in methods of operation.

AMERICAN TELEPHONE AND TELEGRAPH COMPANY
AND ASSOCIATED COMPANIES
BELL SYSTEM
One Policy, One System, Universal Service

by paying for it, but just how that will be accomplished I would not pretend to give an opinion.

I don't believe that the free broadcasting of music is ever going to stop. It costs somebody something, and somebody gets paid some way. It isn't altruistic. I think it would be bound to fail if it were.

David Sarnoff, Vice-President and General Manager of the Radio Corporation of America, discust the idea of endowed radio. His contribution runs, in part:

When thousands in England are keenly following the French program, and thousands of Frenchmen are nightly listening to English broadcasting; when multitudes in the South are learning Spanish from the Mexican broadcasting stations and many in Mexico are learning English, it is easy to get some notion of the educational future of radio.

The radio industry must remain the primary agency for the direct support of broadcasting. The sooner this is recognized by the industry as a whole and the public as well, the sooner we shall arrive at a true solution of the broadcasting problem.

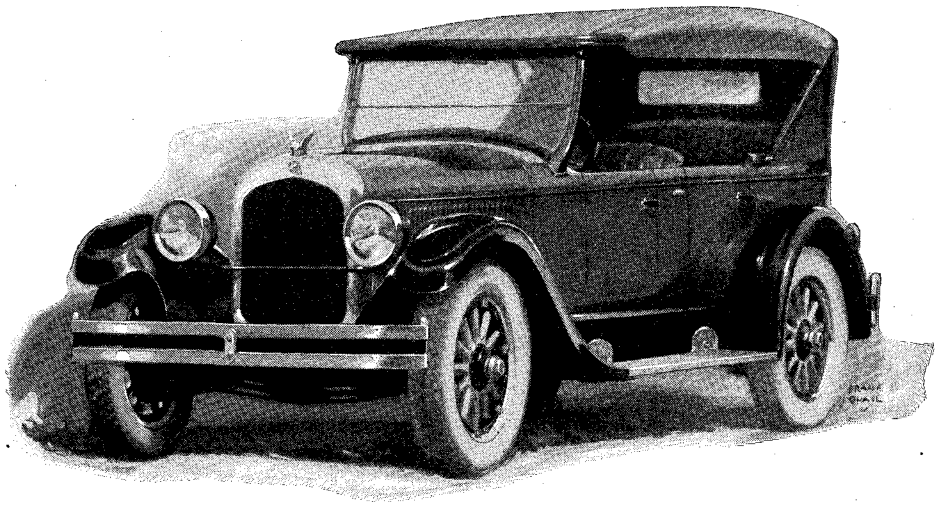
The question has been asked, "What will happen when saturation of receiver sales has been reached? Who will then pay for broadcasting?" This is an imaginary difficulty. To begin with, we are still far from having a radio receiver in every home. And even when each home is provided with a receiver, it will have a device in daily use. No man-made structure can resist the effect of time and use, and even the radio receiver is not exempt from this law of nature. So, in the natural course of events, it will become necessary to replace old receivers and parts with new and improved ones. No one expects even such long-established businesses as the sewing-machine industry to stop at some future date when every one has a sewing-machine, and no one expects a radio receiver, a vacuum tube or a dry cell to last as long as a sewing-machine.

Adding together the returns from purchases by new customers, also by those desiring later and improved models, by those buying new receivers to take the place of old ones, and by those purchasing the necessary replacement parts, such as tubes and batteries, it is clear that "saturation" is a meaningless term in radio sales.

The radio industry, as well as many private interests, are shouldering an ever-increasing burden of capital, expense and maintenance, in keeping the air full of the things which the public demands. The artist, in contributing his services, is creating a wider appreciation of his art, and obtaining some return, at least, in publicity and popularity. I do not believe that this has injured the cause of art or music. More music lovers have been created by radio broadcasting in the short space of three years than could have been created by any other agency in several generations.

In this respect, at least, facts are stronger than opinions, and the fact is that more than 500 broadcasting stations in the United States are sending through the air musical and entertainment programs contributed by local artists, who feel that they receive a measure of compensation for their services.

But it would be absurd, of course, to



The Phaeton

Unheard-of Performance Results From Chrysler Engineering

If the Chrysler Six were merely another new car, its influence in the industry would be little felt.

But it is in reality the first step in the general revision of motor car design which is bound to follow its advent.

For it is an entirely new *type* of car, built on a new *kind* of engineering, which produces results radically *different* from any heretofore registered in the industry.

Where past development has halted, the Chrysler Six has advanced in seven-league boots.

In the motor car industry it is the turning point which inevitably arrives in every industry—when revolutionary improvements render the original invention almost obsolete.

No other interpretation can be placed upon a car which with a 3-inch motor delivers 68 horsepower and a speed of 70 miles per hour.

Such tremendous power and speed from a motor of such size are unprecedented.

The difference of Chrysler Six engineering is emphasized a hundredfold by the further fact that this motor yields better than 20 miles to the gallon of gasoline.

This is efficiency of the kind shown by the compound locomotives of today as compared with the first engines that ran on rails in America.

There has been no effort in Chrysler engineering to search out new principles.

On the contrary, the safe, sound fundamentals are its basis. Their application is the point of difference.

All previous experience has been taken into account. Good points have been separated from the bad. They have been improved upon and others added.

Nothing but engineering of the highest scientific character could produce such a vibrationless engine as the Chrysler Six.

There is no other explanation for the fact that you can comfortably drive the Chrysler Six at 60 miles an hour or more over a cobbled street; or safely take it around turns at 50 miles an hour.

That is balance in the *nth* degree—scientific balance, if you please.

Chrysler Six disposes for all time of the idea that weight and length are necessary to easy riding—that a great cumbersome engine is necessary for power.

For the first time, a car of Chrysler Six size has been engineered to afford not only comfortable seating space but comfortable riding.

Even the side-sway is gone, because the springs of thin chrome-vanadium leaves are placed close to the wheel-hubs and parallel to the wheels.

Details by the score could be quoted to show that the Chrysler Six is as far in advance of ordinary practice as the harvester of today is ahead of the first clumsy reaping machine.

The Chrome-Molybdenum tubular front axle combines with Chrysler pivotal steering to steady and ease handling as never before. It is specially designed to take up the torsional strains of front wheel braking.

There is an oil-filter that cleanses all motor oil once in 25 miles; an air-cleaner for the carburetor; Chrysler-Lockheed hydraulic four-wheel brakes that make deceleration as swift and sure as the motor's acceleration.

Everything that Chrysler advanced design means in the operation and comfort of a motor car will be made clear to you in a half hour's riding and driving of the Chrysler Six.

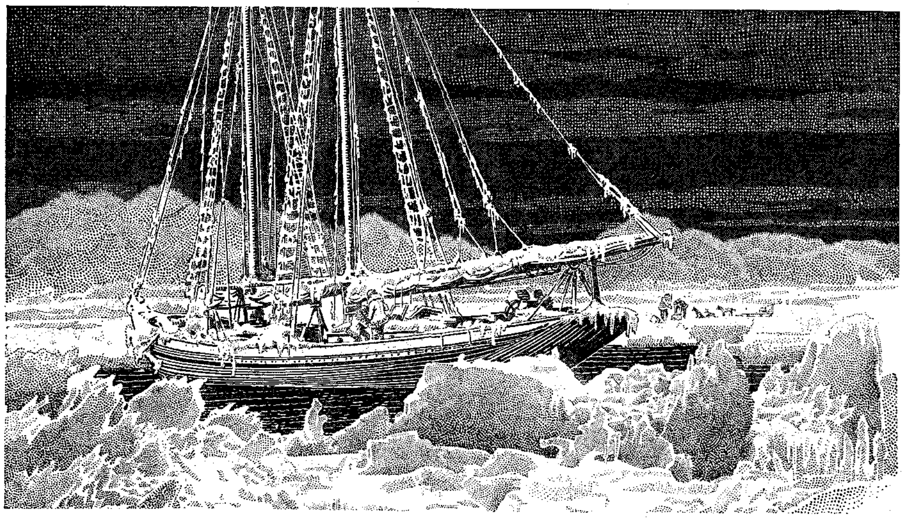
Any Chrysler Six dealer will gladly afford you this demonstration, and supply you with all the structural details.

All Chrysler Six dealers are in position to extend the convenience of time-payments. Ask about Chrysler's attractive plan.

CHRYSLER MOTOR CORPORATION, DETROIT, MICHIGAN
Division of Maxwell Motor Corporation

The Chrysler Six

Pronounced as though spelled, Cry-sler



With MacMillan in the Arctic

Somewhere in the polar seas; bound in the relentless grip of an Arctic winter, is the good ship Bowdoin; the staunch little craft of Capt. Donald MacMillan, Arctic explorer, and his courageous crew.

Although separated from the haunts of man by thousands of miles of barren, icy wastes, they still enjoy the touch of civilization; for their supplies include the radio and Kraft Cheese.

For the first time in history it has been possible to include cheese among the supplies for Arctic exploration. That's because of the remarkable keeping qualities of Kraft Cheese. Neither heat nor cold affects the perfect flavor of Kraft Cheese, for its flavor is the flavor of inherent goodness. And Kraft Cheese means as much to the physical vigor of MacMillan and his men as the radio does to their mental well-being.

J. L. KRAFT & BROS. CO.
CHICAGO - NEW YORK - POCATELLO, IDAHO
KRAFT-MACLAREN CHEESE CO., LTD., MONTREAL, CANADA.

KRAFT CHEESE
Decidedly Better
KRAFT

PERSONAL GLIMPSES
Continued

conclude from this that any responsible factor in the radio industry expects or believes that the artists should permanently contribute their services free. I would have my musical friends understand that I could not be so callous as to wish to sacrifice a profession on the altar of industry. The artist, like the laborer, must have his due reward. Far from sounding the death-knell of the artist's opportunities, I believe that the radio eventually will give the artist a higher compensation, a vastly greater audience and a wider appreciation than he has heretofore enjoyed.

The fact of the matter is that we can not hope to solve the economical problem presented by broadcasting, until its technical problems are in the way of solution.

E. C. Mills, Chairman of the administrative committee of the American Society of Composers, Authors and Publishers, has ideas for collecting contributions from listeners. His commentary runs:

It seems to me that the theory that broadcasting service shall be maintained in perpetuity as a charge figured in the original price of the receiving set is economically unsound. Inevitably the broadcasters will approach the time when they must pay talent. The sooner they do pay talent, the sooner shall we have high-class broadcasting programs.

At present practically all who sing or play at broadcasting stations are doing it in the hope that the publicity they receive will be beneficial to them. The radio audience will not receive the programs it has a right to expect, considering its investment, until the programs are filled with performers of professional talent and standing who are adequately paid for their services.

To date the investment by the people of the United States in receiving apparatus is more than $250,000,000. There are in use about 3,000,000 receiving sets, with an audience of about 10,000,000 persons. This vast investment and this greatest audience the world has ever known deserve relief from the present condition in which radio, as an investment purveyor, is a beggar for the charity of musicians, singers, lecturers, and others. Obviously, under present conditions the man who broadcasts has an ax to grind. He conceals some sort of advertising or some sort of propaganda in what he broadcasts. The result is that the owners of receiving sets listen to programs which do not possess anything like the maximum of entertainment and educational value.

Everybody interested in the situation is trying to work out a plan to finance broadcasting. Everybody else has an idea. I have one, and here it is: I would form a committee known as the National Broadcasting Control Committee, with one member representing the people, one representing the Government and one the broadcasters. For illustration only, let me suggest Henry Ford to represent the people, Herbert Hoover to represent the Government, and Thomas A. Edison to represent the broadcasters.

This committee should organize offices in New York City and a staff to book the talent that is to appear at broadcasting stations throughout the United States. The staff should be directed by the foremost

WHEN YOUR SON IS EIGHTEEN

WHAT'S going to become of that boy of yours? . . . Well—if you have your way, he's going to have, first of all, a good education. Grammar school, high school, and then a good college. It may take some hard pulling to give him the whole thing, but you're bound your boy shall have a little better than an even start when he begins his battle with the world.

Having determined on this, doesn't your son's education become a pleasant but necessary responsibility which no contingency, not even your death, can remove? Isn't this a matter too important to be endangered even by the most remote chance? Would it not be a tremendous comfort to know, that no matter what may happen to you your son's education is insured, exactly as you have planned it?

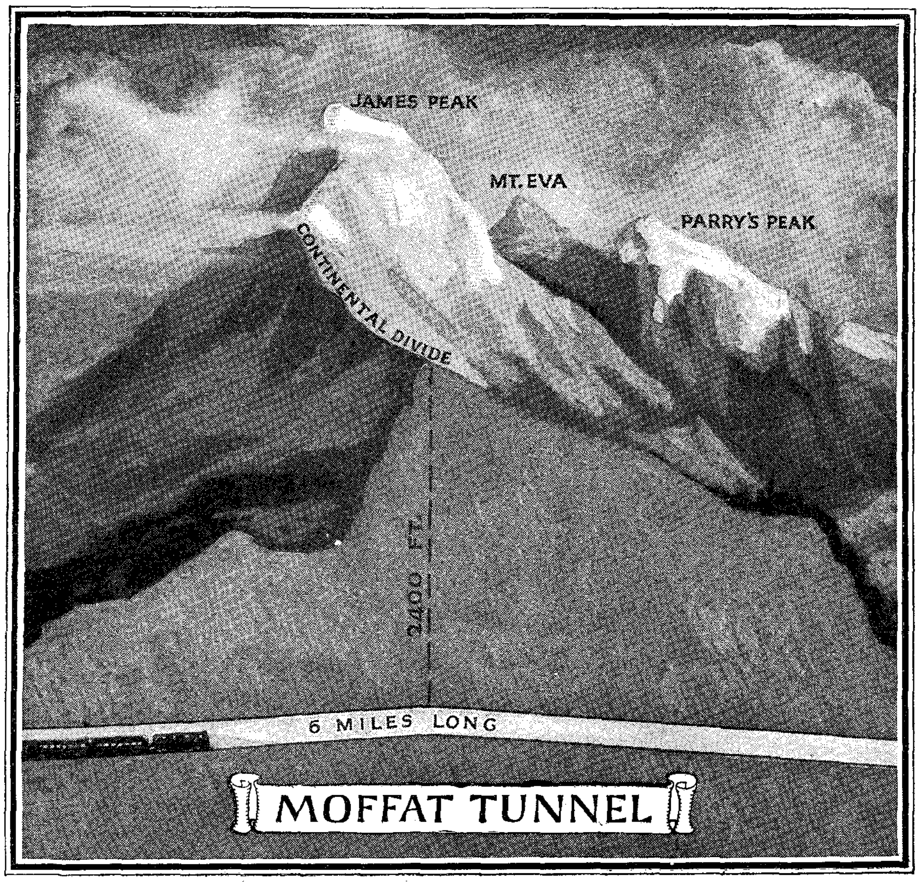
Here is just one of the many ways in which the Phoenix Mutual Life Insurance Company will stand your friend. One of its most valuable and carefully thought-out plans provides a growing fund, which will insure the complete education of one child or several. You can determine the age at which this fund shall be ready. Provision is made whereby this company will carry on the fund if you are unable to do so.

Just as you expect unusual life insurance service from the Phoenix Mutual Life Insurance Company, so you may expect exceptional advice and counsel from a Phoenix Mutual representative. When you call in a Phoenix Mutual representative, you avail yourself of the knowledge of a man who has been especially and thoroughly trained in all the uses of life insurance. You secure the service of a sympathetic and competent advisor. No matter what your life insurance needs may be, you will be more intelligently and carefully served by a Phoenix Mutual counselor. And his service puts you under no obligation.

PHOENIX MUTUAL
LIFE INSURANCE COMPANY

HOME OFFICE HARTFORD CONN.

First policy issued 1851



Piercing the Great Divide

West of Denver is the Continental Divide; hemmed in behind it is an undeveloped district twice as large as Maryland. That fertile area the new Moffat Tunnel will open up.

General Electric mine locomotives will carry out the rock, and G-E motors will drive air compressors and pump water from underground rivers.

The General Electric Company includes many specialists—engineers who know about tunnels; engineers who know about street lighting; engineers who know about the electrification of factories. These men are at your service, whatever your electrical project may be.

GENERAL ELECTRIC

PERSONAL GLIMPSES
Continued

authority on entertainment bookings. Musical and educational bookings should be directed by authorities of national note. Subdivisions of the staff should be organized for special departments, such as religion, news reports, weather and crop information, etc.

The programs so arranged would be booked on a regular circuit over the United States to recognized broadcasting stations.

I would point out that it is no more possible to continue in perpetuity to give away broadcasting of a type worth listening to than to give away perpetually phonograph records or player-piano rolls.

WHAT DO WOMEN WANT TO READ?

THE prize-winning essay of the General Federation of Women's Clubs upon the subject, "What Do the Two Million Seven Hundred Thousand Federated Club Women Want from the Publishers?" won by Mrs. John B. Roberts of Philadelphia, is presented in the June *International Book Review.*

The essence of the successful composition is: "We Club women want books that are interesting. We want biography that shows a man's soul as well as the facts of his life. We want autobiography that is not conceited . . .

"We want poetry that sings, and also poetry that gives us a jolt, meter or free verse, but it must be poetry that makes us feel. . . . We want poetry that wakes an echo in our souls, that shows us new beauty in the world, new meaning in old, eternal truth, new depths in the heart of man.

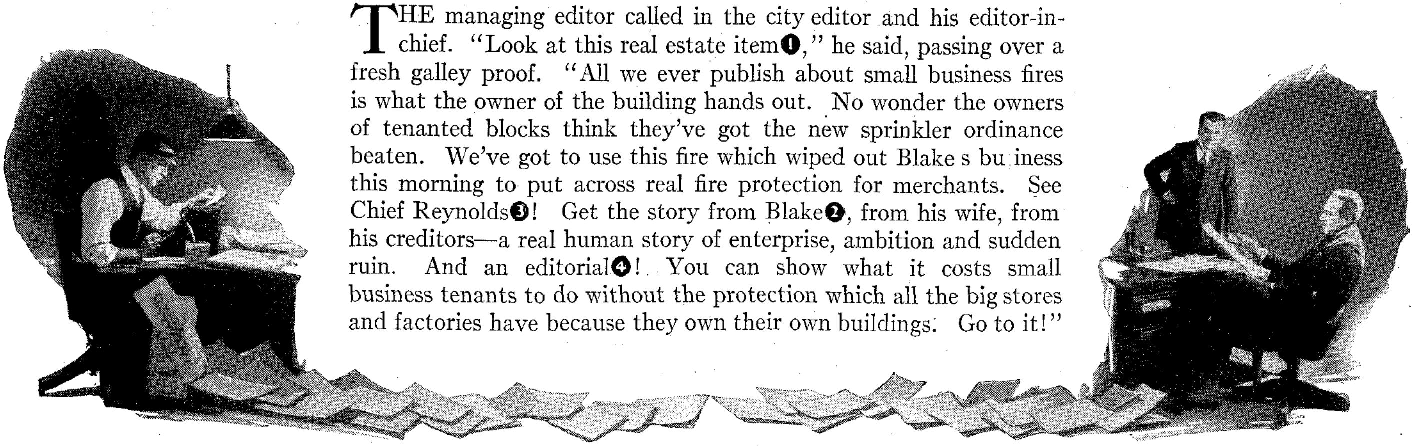
"We want fiction that is true to life. That does not mean it may not be imaginative. . . . We want truth, not a pathological treatise. . . . Truth is not indecency. All truth is not nasty. We have not jaded appetites.

"We do not prefer our mutton a little high, or bury our salmon, like Alaskan Indians, till it becomes putrid. We feel that the lack of reticence of some writers becomes a bit shallow. They probably know nothing worse or they would have told it.

"We do not want books that point a moral. We prefer to make our own deductions. We want books about living souls."

The prizes, considerably augmented by additional gifts from *The Publisher's Weekly* and Frederick A. Stokes, will be awarded at the nineteenth biennial convention of the Federation which will be held in the Burdette Auditorium at Los Angeles, California, from June 3 to June 13. It is also planned to promulgate ways and means of raising the standards of publications to meet the express desires of the affiliated women at this time.

Four tales of one fire



THE managing editor called in the city editor and his editor-in-chief. "Look at this real estate item❶," he said, passing over a fresh galley proof. "All we ever publish about small business fires is what the owner of the building hands out. No wonder the owners of tenanted blocks think they've got the new sprinkler ordinance beaten. We've got to use this fire which wiped out Blake's business this morning to put across real fire protection for merchants. See Chief Reynolds❸! Get the story from Blake❷, from his wife, from his creditors—a real human story of enterprise, ambition and sudden ruin. And an editorial❹! You can show what it costs small business tenants to do without the protection which all the big stores and factories have because they own their own buildings. Go to it!"

❶

Landlord's Story

Modern Building to Replace Fireswept Store

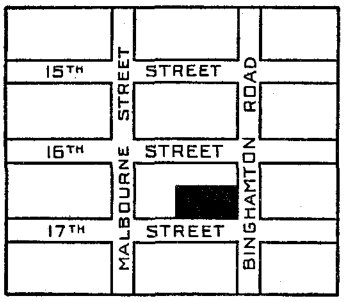


Chart shows portion of the Skinner block destroyed yesterday. This section now will be replaced by modern construction.

The fire early yesterday morning in the Skinner block, corner of Seventeenth and Binghamton Road, in the heart of the downtown section, will prove to be a boon to the city. Mr. Skinner says he will now be able to modernize the section which burned and lease this busy corner to a drug company whose present lease on property in another section of the city has just expired.

The loss on the building was fully covered by insurance. The occupant, The Popular Credit Store, conducted by James Blake, is reported to have sustained a heavy loss by reason of extensive improvements and fixtures just finished. The second floor of the old building was to be opened soon with a stock of ladies' coats and suits. The new stock was completely destroyed. Mr. Blake is undecided as to future plans.

❷

The Human Version As a Reporter Found it

The fire at Binghamton Road and 17th Street yesterday completely destroyed the two-story building owned by the Skinner Realty Co. The building was occupied by the "Popular Credit Store" owned by James Blake.

Yesterday morning Mr. Blake had one of the most flourishing small enterprises in the city. Today, in ashes, lie the hopes and the profits of eleven years of its owner's life. With the store went the little house on Summit street he had recently mortgaged to expand his working capital.

When seen at his home last night Mr. Blake said, "Nothing but fire could have beaten me. But I did fear fire. All the earnings above a bare living had gone back into goods and fixtures for my business. I knew they would vanish and that actual losses of eight to ten thousand dollars would follow in spite of all the insurance I carried for my creditors and myself.

"That is why I got other tenants of the Skinner Realty Co. to offer all the savings we would make on insurance if the landlord would put in Automatic Sprinklers. Our proposition was rejected. I then offered to renew my lease for ten years and give my insurance savings, amounting to $800. a year, which would have returned the Realty Company a handsome dividend on the cost of protecting that section. With the whole block protected I could have paid as much as $1,000. a year toward sprinklers.

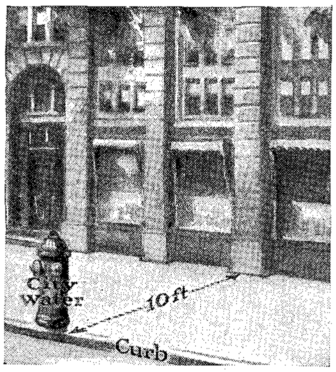
"That is why all the tenants in our block have been working for the new ordinance to install sprinklers in our city's congested district and assess the cost to the property benefited over a period of years."

❸

Fire Chief's Comment

"Yesterday's fire, which ruined James Blake, was entirely the fault of the building owners," declared Fire Chief Reynolds last night. "In spite of frequent warnings from me they would do nothing really to safeguard the goods of his own tenants and thus help protect surrounding property. Mr. Skinner, president of the Skinner Realty Co., always said that the water was just outside the building in the city's mains, under pressure. It was. That's as far as it got until it was too late. Far-off water will never quench near fire, and ten feet is a long way off when, before any alarm reaches us, a store is *on fire* and *burning fiercely*.

"What is true of the Skinner property is true of most of our downtown district. There is danger of half the city being laid in ruins and only one thing can prevent such a disaster. That one thing is to compel sprinklers by law and not leave the protection of business to those who know nothing about the science of fire fighting."



Ten feet is a long distance when the building is burning fiercely even before the Fire Department gets the alarm.

❹

Editorial

Yesterday's fire is an example of the menace that hangs over a tenant's business enterprises.

Retail businesses of moderate size are a driving force in the city's commerce. They are the real essence of a city's prosperity. They sell goods, buy goods, keep factories busy and railroads running with their ceaseless turnover of merchandise. Their growth creates real estate values. They are dynamic; real estate is static.

And yet men who hold title to buildings have more influence over laws and ordinances than the enterprising owners of these vigorous retail stores.

This situation is even more appalling when received in the light of these facts.

Two hundred and nineteen American cities have spent hundreds of millions of dollars to carry water through thousands of miles of street mains. After bringing that water to the curb, they hire 40,000 firemen at a cost of over $50,000,000 a year, buy them apparatus and quarters costing $111,000,000 and rush them in fast motors through crowded city streets to carry water—where?—from the curb a few feet away to the inside of buildings that are burning and need it.

In spite of all this elaborate preparation and heavy expenditure, thousands of retail establishments burn up every year. One-tenth of all the fire loss falls on this one class of property.

The obvious, the common sense, the *only* thing to do is to scientifically extend the city's fire service across the curb, and into buildings through automatic sprinkler systems. Then when fire starts—water will start. This city is considering an ordinance to thus modernize its fire service. The prosperity and safety of the city demands its passage.

When the fire starts,
the water starts

FREQUENTLY Grinnell Company is asked for special information on automatic fire protection problems. Our experience of nearly 40 years in this field enables us to answer authoritatively. We have valuable data on municipal fire protection, with special reference to such protection for congested value districts. The pamphlet, "The City's Fire Problem in a Nutshell," particularly emphasizes complete city protection. Send for your copy today. Address Grinnell Company, Inc., 274 West Exchange Street, Providence, R. I.

GRINNELL COMPANY

Automatic Sprinkler Systems	Steam & Hot Water Heating Equipment	Humidifying and Drying Equipment	Fittings, Hangers and Valves	Pipe Bending, Welding, etc.	Power and Process Piping

Mr. Bradford Is Right!

But the best advertisements of *this* tobacco are never written

From Indianapolis, Mr. R. O. Bradford bursts into song:

The Pipe of Inspiration

I can see him now a-sitting at the desk he loved so well,
Late at night, and still hard at it, writing copy good to sell.
And he smoked his pipe in silence, while his thoughts to business ran,
Guess he's writing still, for father was an advertising man.

First he'd scatter all his papers, till his desk top was a sight;
Then he'd turn from his typewriter and gaze out into the night,
But when once his thoughts had started, and the work for sure began,
Dad would clean his pipe, and fill it from the little old blue can.

Edgeworth! Bless your soul, you've guessed it! Dad was surely sold for fair,
On that ready-rubbed tobacco, and he never seemed to care
Just how long and hard his hours, or how high the work was piled,
All he wanted was the blue can, and he smoked his pipe—and smiled.

Pipe of inspiration. Righto! I'm an advertising man myself, and I've learned to realize and appreciate just how much Edgeworth means to me when there's a tough problem on deck, or when work piles up and requires long hours to clear it away.

Pass the good word along. It's Edgeworth that is responsible for lots of good advertising copy nowadays.

Ralph Otis Bradford.

Mr. Bradford is quite right when he writes that "Edgeworth is responsible for lots of good advertising copy" for, as every writer knows, there *is* inspiration in a good smoke, but the words that fill this column do not sell Edgeworth. As a matter of fact, they *aren't* copy at all—they are just gossip about pipe smokers.

The advertising that creates Edgeworth smokers is broadcast from Jones to Smith to Robinson *by word of mouth.*

The best we can hope to do in this space is to get another Mr. Jones started.

Even if your name *isn't* Jones we'll be glad to send you free samples of Edgeworth if you'll send your name and address to Larus & Brother Company, 5 South 21st Street, Richmond, Va.

If you care to add the name and address of your regular tobacco dealer we will appreciate the courtesy.

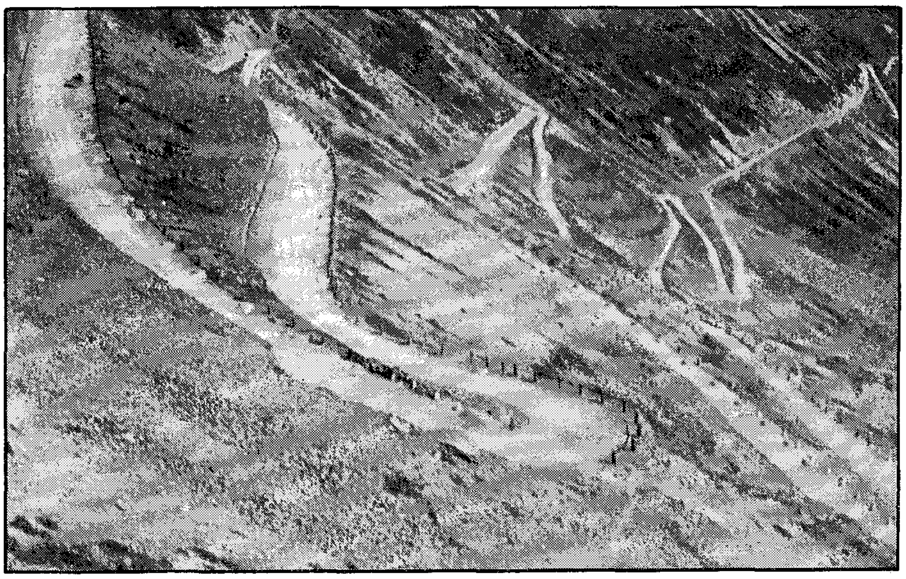
To Retail Tobacco Merchants: If your jobber cannot supply you with Edgeworth, Larus & Brother Company will gladly send you prepaid by parcel post a one- or two-dozen carton of any size of Edgeworth Plug Slice or Ready-Rubbed for the same price you would pay the jobber.

MOTORING ▾ AND ▾ AVIATION

DOING EUROPE IN YOUR OWN CAR

EUROPE-in-your-own-automobile may still be a debatable proposition, except for persons of some financial standing, but a number of authorities are rising with assurances that touring in transatlantic countries, especially this summer, is easier and less costly than commonly supposed. An English automobile writer, Walter L. Hawkes, is the latest and most explicit spokesman for European roads as adapted to American wheels. "Every once in a while we, on this side of the Atlantic, read, with a sigh of relief, that there are over 15,000,000 automobiles in the United States," he writes to *Motor Life* (New York); "that your highways are congested with motor traffic, that 'a day's spin in the country' means chugging along, mile after mile, fifteen or twenty feet behind the car in front and an equal distance before the car behind." They do this feature of automobile touring better on the Continent, it appears, where you may travel the roads for miles without seeing a single automobile. Mr. Hawkes heaves another sigh of relief, he says, when he realizes "how comparatively free our roads in England, and our thousands of gorgeous miles of smooth continental highways, are from the disadvantages of over-motorization from which you appear to be suffering." Over in Europe, continues Mr. Hawkes:

> Whether in England, France, Belgium, Italy, Holland or Spain, motoring is real motoring and touring is real touring, no disrespect to you being meant, either.
>
> It is a constant wonder to us that more Americans do not bring their cars over here to enjoy the really beautiful countryside which is available in different parts of England, Scotland and the continental countries. Undoubtedly many of them think this is too expensive a matter to be considered. It is not. Others feel, probably, that it entails a great deal of bother and the danger of serious damage to their cars. Neither of these fears is well founded.



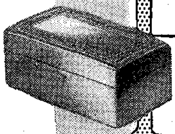
Photograph by courtesy of *Motor Life*

AN ALPINE ROAD THAT INVITES AMERICAN MOTORISTS

A special effort is being made this summer to demonstrate to Americans that they can drive their own cars on European tours without excessive trouble or expense.

Mr. Hawkes quotes from a booklet issued by a well-known English steamship company, commenting that "it contains about the most useful and satisfactory compilation of information on the transatlantic and transchannel shipment of American automobiles that has yet appeared, and should be studied by American motorists who wish to enjoy their cars in new and interesting surroundings at a minimum expense." Suppose you want to send a car of 125-inch wheelbase to England, drive through England, Scotland, and Wales, and bring the car back to New York. Well, to quote from the book:

> All expenses, including crating, freight both ways and all taxes, papers and permits—in fact, everything which one would not have to pay if he took his trip in the United States—amounts to only $441, as follows:
>
> Solid bolted crate, suitable for shipment two ways, $110. Ocean freight over and back, $258.50. Customs clearance papers in Liverpool, $4.75. Dock and town dues in Liverpool, $4.31. Unpacking and garage charges in Liverpool, $9.00. Master porterage in Liverpool, $6.60. Repacking for return trip, $18.25. Consular invoice, etc., for return trip, $2.70. Six photographs for driving licenses and passports, $2.00. Associate membership in the R. A. C., $9.50. R. A. C. insignia for the radiator, $3.45. British driving license,

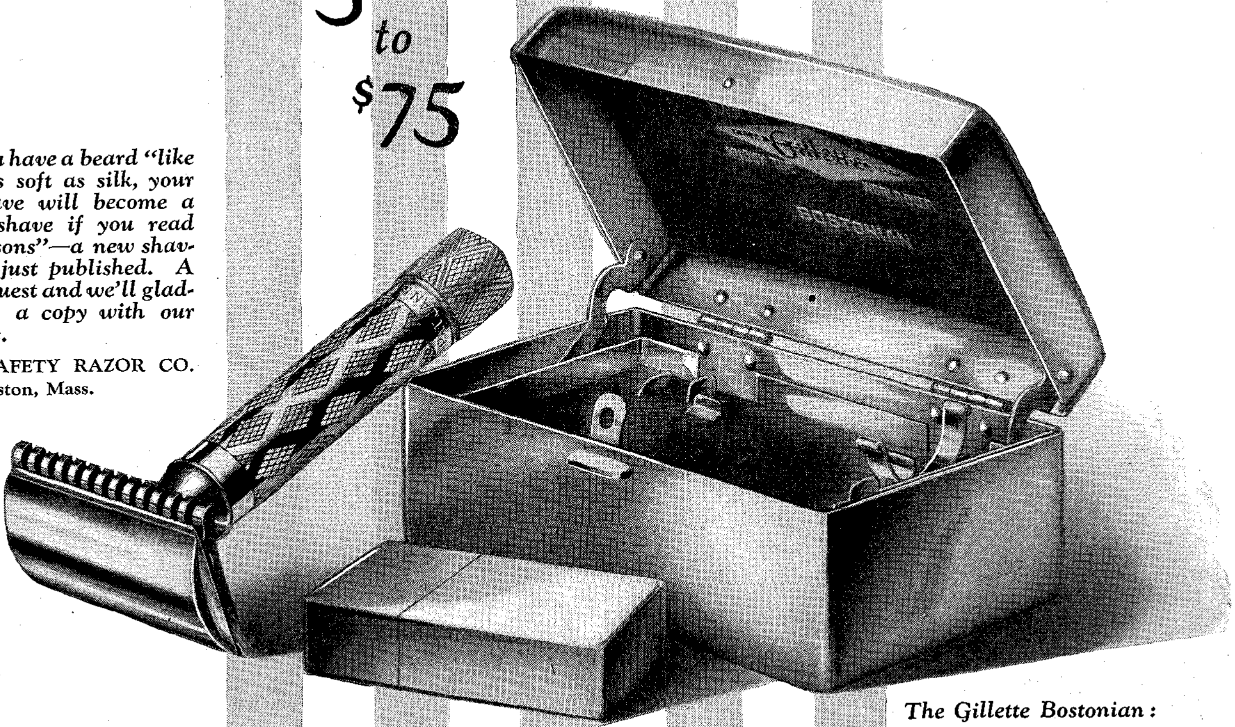


HIS face can't conceal his comfort—the man who shaves with a New Improved Gillette. He is immaculate, well-groomed; primed for a day of business or an evening of pleasure. And it is the last razor he will have to buy!

$5 to $75

Whether you have a beard "like wire" or as soft as silk, your GOOD shave will become a PERFECT shave if you read "Three Reasons"—a new shaving booklet just published. A postcard request and we'll gladly send you a copy with our compliments.

GILLETTE SAFETY RAZOR CO.
Boston, Mass.



The Gillette Bostonian:
In Gold Plate, $6
In Silver Plate, $5

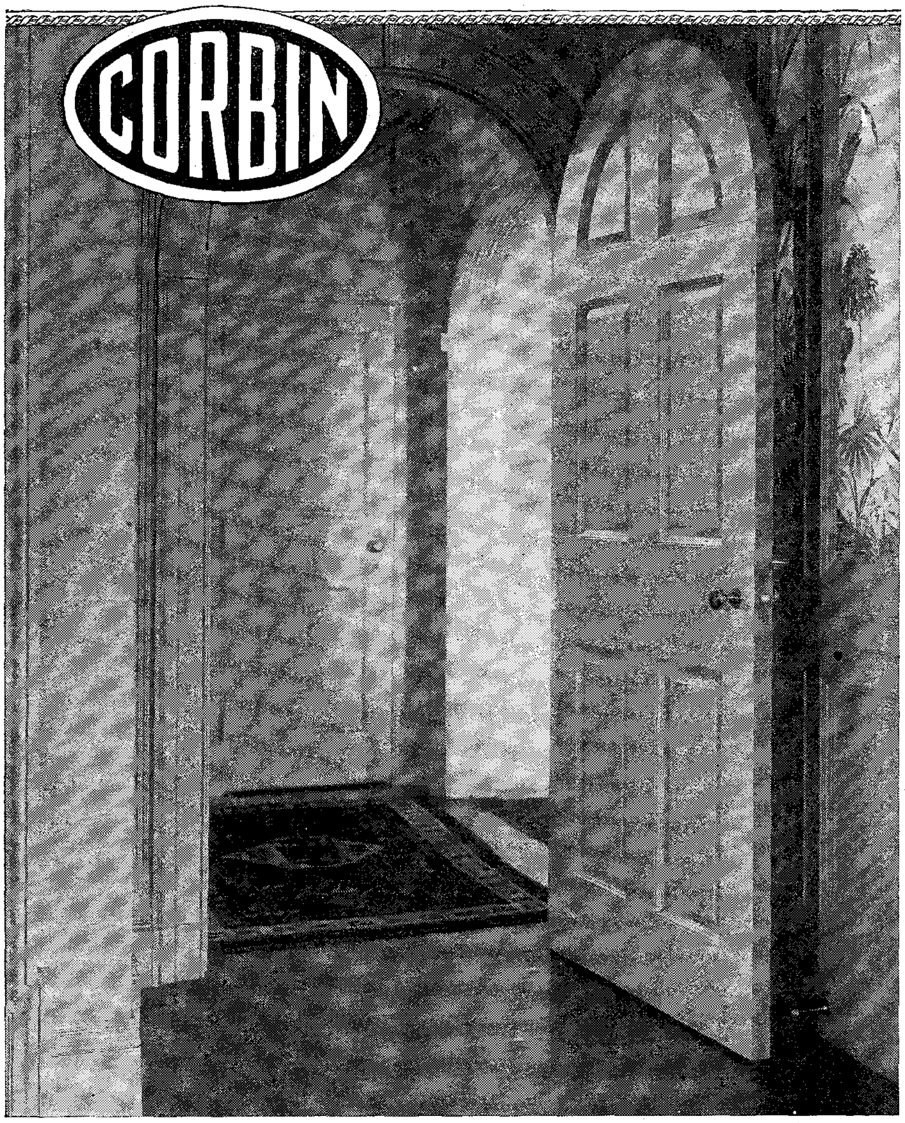
The New Improved Gillette

SAFETY ◆ Gillette ◆ RAZOR

TRADE MARK

GILLETTE SAFETY RAZOR CO., BOSTON, U. S. A.

Good Buildings Deserve Good Hardware



You can't afford not to have Good Hardware

IF you have to "cut the corners" when you build, don't make the mistake of skimping on the hardware—it never pays. And you don't need to, anyway. Here are two things you can do to hold down the cost and still have good hardware and lifelong satisfaction in it.

1. How many inside doors really need locks with keys? Those to a closet or two, and the bathrooms. But why put unnecessary locks on the other dozen or fifteen doors, when a knob and latch is sufficient? Here is a saving.

2. If your doors are to be painted, you will realize a second big saving by using Corbin cast iron butts or hinges on *interior* doors. They last almost forever, lubricate themselves, and are entirely satisfactory if kept painted. Of course, if you can afford it, you will want to use Corbin cast brass or bronze butts, throughout the house. But, whatever your choice, use three to a door, and your doors will always swing and close as they should.

Good hardware speaks the language of quality—and acts it, as long as the building stands. Every architect and every contractor will tell you that good buildings deserve good hardware, and that such hardware is Corbin.

We have a booklet "Good Buildings Deserve Good Hardware," which will interest you if you are planning to build, also a pamphlet on Corbin Cast Iron Butts. Write for them

P. & F. CORBIN SINCE 1849 NEW BRITAIN CONNECTICUT
The American Hardware Corporation, Successor
NEW YORK CHICAGO PHILADELPHIA

MOTORING AND AVIATION
Continued

$1.15. British registration and number plates, $6.25. British customs pass-sheet, $4.54. Total, $441.

If the trip is continued and the car shipped from England to the Continent and driven in France, Belgium and Holland and back to England, then shipped to New York, the added cost, according to the book, is $91.12, as follows:

Car transportation both ways across the Channel, $68. International driving license and G. B. plates, $5.60. International customs carnet fee, $4.55. Dashboard nameplate, 90c. French port agency fee, $2.85. Laissez passer for France (one month), $2.97. Landing charges at French port, $1.25. Landing charges on return to England, $5.00. Total, $91.12. Making the total for taking a car over, driving in England, Scotland, Wales, France, Belgium, and Holland, and bringing it home, $532.12.

If there are four people in the party, continues another writer, apparently an American who writes his experiences in the steamship company's book:

That amounts to $133.03 each. Certainly that is not so very expensive.

All the charges will be less on a smaller car, and more on larger, and the totals may vary a trifle from time to time; but the above is what I paid in 1923 with the pound sterling worth $4.54 and the franc worth .057 cents.

Should one desire to visit other countries, the added expense will be very small.

There is plenty of gasoline, or "petrol," everywhere in Europe. It usually comes in sealed tins of two imperial gallons and in England costs around 3s 5d a tin. That figures 31½ cents a gallon as compared with 20 cents a gallon in the United States. If your car makes ten miles to a gallon and you do 3,000 miles, you will use 300 gallons, and the added cost of 11½ cents a gallon will be only $34. Other car items amount to but little and are no more expensive than at home.

Most of the standard American makes have "parts depots" and good service stations in England and on the Continent, and are equipped to render excellent service. Last summer I had occasion to overhaul the car a bit. It was done more quickly, better and at half the home price. Everywhere there are intelligent, experienced mechanics who thoroughly understand the principles of automobiles and can easily handle any make of machine. You will save money on all repair work.

If possible, all one's baggage should be carried in the car. That costs nothing and is far more satisfactory. Meals and lodgings are better and rather less expensive than we find in motoring through the States.

On the whole, and excepting only the $532.12 mentioned above, and the cost of your own steamer accommodations, there will be no more, and possibly a trifle less expense, on such a motor trip than on one of equal length through New England.

Driving to the left, as one must do in England only, is not nearly as difficult as drivers who have not tried it imagine, and it should not deter the most timid. My own experience, and that of all others with whom I have talked, is that it requires only fifteen minutes or half an hour to become quite at home. If one will go quietly and slowly down at crossroads and intersecting points, it is not at all confusing. Most drivers look forward to it with much apprehension, but on finding it so simple they experience a great satisfaction and pleasure in being able to do well that which many consider very difficult.

Driving in London is easier than in any one of fifty American cities and does not compare in difficulty with New York. The small volume of traffic and the friendly helpfulness of the police make it most agreeable. Just go slowly—that is all.

Paris is a beautiful city in which to drive if one will forget the everlasting squawking handhorns which the French drivers sound constantly. Klaxons, Spartans and the like are not allowed inside the city, and your automobile should be equipped with a bulb horn.

On Saturdays and Sundays I drove my own car all over the city, everywhere, and found it very simple. In no other way could I have learned so much about the French Capital.

The traffic on the highways, as well as in the cities, both in England and on the Continent, is very light compared with American traffic, and the roads, particularly in England, are well-nigh perfect—so much so that any one which is shown on a map is certain to be good for driving in any kind of weather. There are no officious speed officers to take the joy out of life, and any reasonable rate is allowed without interference. The policemen and all other persons in the city and the country are courteous and seem friendly and most anxious to give explicit directions and every assistance. I noticed this particularly in inquiring the way, in passing other vehicles, and when swinging around corners where it was hard to see. No amount of time or care was too great for them to be sure that the route was made plain, and drivers and pedestrians would often, without being asked, look ahead and give the signal to go on or to hold back.

The English Automobile Clubs, says the writer, have hundreds of representatives on the roads, and—

They are a fine-looking lot of young men, drest in attractive uniforms and mounted on side-car motorcycles. They are out to give service to all those who carry their club insignia. They have on hand a supply of gasoline, oil and tools. One meets them at the most unexpected places and at almost any important junction or cross-road point. As you approach them, if everything is all right and your car seems to be in good order, they give a salute which you are expected to return. If anything is wrong—such as your car getting a flat tire or out of order in any respect, or you are driving as you should not—they will not salute and you are supposed to stop for instructions or assistance. They help you out of any trouble, change your tires, direct you on the road, and do everything it is possible for a bunch of clever young men to do to make you like England. If there is anything you need and lack, they will go to a near-by Club telephone, many of which are along the highways, and for which you also have a key, or jump on their motorcycles and have your needs supplied in no time at all. These conditions combine to make driving, even the left-hand driving in England, a very pleasant experience.

Often the question is asked, adds the writer, whether it is better to take one's

TIFFANY & CO.

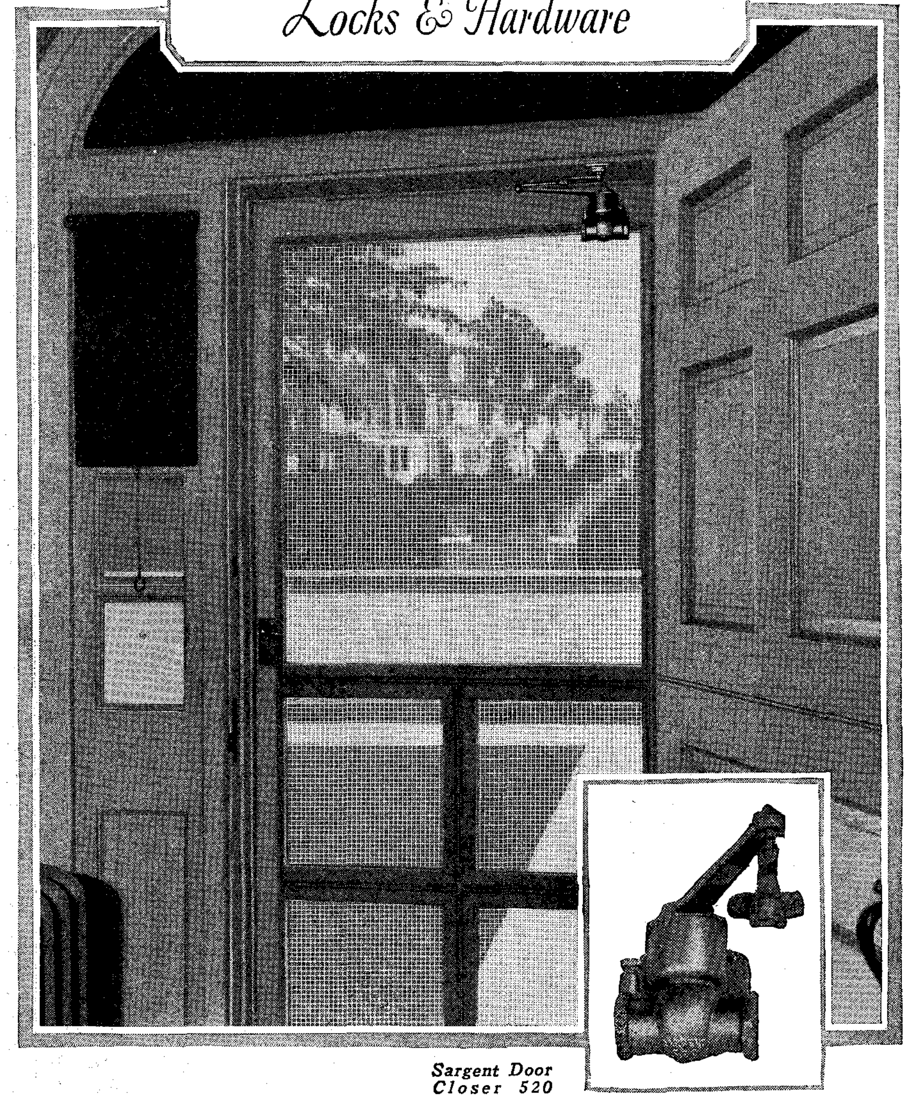
JEWELERS AND SILVERSMITHS

TIME-HONORED QUALITY

MAIL INQUIRIES GIVEN PROMPT ATTENTION

FIFTH AVENUE & 37TH STREET
NEW YORK

SARGENT
Locks & Hardware



Sargent Door Closer 520

Make your screen doors close silently *and* surely

SCREEN doors are active doors and, all too often, noisy doors. In this home, a Sargent Door Closer 520 prevents the faintest "slamming"—yet the door always closes quickly and securely.

"520" is light in weight, small in size, great in power. It is as mechanically perfect in construction and as tireless in operation as the larger Sargent Door Closers seen on heavier doors of commercial buildings. It is inexpensive, lasting and, best of all, easy to apply. A diagram in each box shows you how to do it.

Put a Sargent "520" on your screen door now. Next winter it will serve the storm door just as effectively. In many homes, the whole year through, "520" is closing light interior doors that should be closed. It is a real convenience on the down-stairs lavatory, cellar, back stairs and refrigerator room doors. Write for descriptive folder.

SARGENT & COMPANY
Hardware Manufacturers
40 Water Street New Haven, Conn.

MOTORING AND AVIATION
Continued

own car or buy or hire one abroad. He comments:

> Buying requires a thorough knowledge of the foreign makes. Cars are expensive abroad. That is evident from the fact that many American cars are shipped over by the makers, a duty of 30 to 40 per cent. paid and the cars sold for the American price plus the duty. Unless the buying is done well in advance and through very responsible parties, the deliveries are likely to be late and the trip delayed. Besides, new cars need to be worked in for quite a mileage and well tried out and tested before touring, and time should be taken to assemble all the accessories necessary for a comfortable trip. When one is ready to return, the car must be sold, which is difficult and requires time, or it must be shipped home and the high American duty paid. Several of the standard, well-known American cars are cheaper, more reliable and better suited to our ideas. My observations tell me that buying European cars is a very costly form of amusement and not at all satisfactory.
>
> It is also possible to hire a car on the other side, and there are several thoroughly reliable automobile companies available for the purpose. But it must be remembered that hiring a foreign car usually includes hiring the chauffeur also, thus adding an unknown personal equation to your tour. The charm of trying the endless byways, of seeking quaintness, off the beaten path, is most easily obtained when you are at the wheel yourself. Besides, most Americans like to drive their own cars.

STAGGERING FIGURES ON AUTOMOBILE LICENSES

"THE robbers made their getaway in a high-powered automobile which had been left outside the bank building with the motor running. Owing to the confusion and the speed with which the car disappeared down the dusty road, passers-by were unable to secure the license number, but the police have the matter well in hand and it is hoped that the car may soon be identified." The number of times some such statement as this has appeared recently in the papers with regard to robberies and other crimes does not need to be emphasized. It is interesting to know that efforts are now being made by automobile manufacturers themselves to work out some method by which the figures on an automobile license plate may be made much more legible. By using the right combination of colors, by staggering the figures and by using a letter to eliminate one figure, a practical plan can be evolved, they say, whereby police and others can very easily read and remember license plates.

One automobile manufacturer, Mr. Walter P. Chrysler, is quoted as follows in the East Stroudsburg (Pa.) *Morning Press*:

> It is practically impossible for the average person to remember five or six figures like "749826" or "84729." But scientists have proven by a series of tests that it is easy to see and read and remember a

combination like "749" and "86." A single letter is also easy to remember.

During the present year 26 States are using white numerals for figures with a combination of cream, blue, green, gray, tan, yellow, maroon, orange, red, aluminum, gold and vermilion backgrounds. Eleven States are using black backgrounds with white numerals and other States are using brown, bright yellow, orange, maroon, blue and aluminum for the numerals.

Illinois has a good license plate with bright yellow numerals and a black background. That is one of the best of all color combinations. Idaho has a good one with lemon-yellow background and a black numeral. Indiana and Maryland use orange numerals with a black background, Michigan black numerals on a yellow background, Missouri and New Mexico black numerals on an orange background.

States could very well stick to the yellow and black and orange and black combinations. There is enough difference to make them easy to distinguish from year to year.

The conscientious motor-car owner and driver is among the first to advocate better means of identifying cars. It is only the careless and the reckless who oppose such measures as these and they are as much of a menace to the motorist as to the pedestrian.

FOR AND AGAINST HELIUM AS AN AIRSHIP GAS

THE advantages and glories of helium are sung by American airship experts, while Captain Heinen, German pilot of the *Shenandoah,* belittles its performances and avers that he would prefer to be blown up by hydrogen. Dr. R. B. Moore, an advocate of helium, has recently been telling the members of the Petroleum Division of the American Chemical Society something more about its development—technical as well as political—that *Chemical and Metallurgical Engineering* considers of interest to all who have followed what it calls "the remarkable story of this all-American enterprise." We read:

> Lately significant progress has been made in developing processes for the repurification of the gas that would otherwise be wasted. At Lakehurst, New Jersey, a high-pressure, low-temperature apparatus has been perfected for this purpose. In its Cryogenic Laboratory the Bureau of Mines, cooperating with the War Department, has used activated carbon as the basis for a simple method that is said to yield striking results.
>
> Production in the government plant at Fort Worth, Texas, now proceeding at the rate of approximately a million cubic feet a month, may be expected to show considerable improvement. With new equipment recently installed, it is confidently expected that the cost of helium will be considerably reduced—perhaps by as much as 50 per cent., or from six cents to three cents per cubic foot.
>
> But just as we are about to congratulate ourselves and the American chemists and chemical engineers responsible for these advances in technology, we are stopt short by the spread of insidious propaganda. On the authority of Capt. Anton Heinen, the German engineer and the pilot of the *Shenandoah* on her recent runaway trip from her mooring at Lakehurst, the newspapers are giving publicity to considerable adverse criticism of helium. In spite of

A healthy mouth will keep your teeth *cleaner than you can brush them*

This tooth paste helps the mouth glands work normally—the natural and safe way to protect your teeth

Our mouths were originally self cleaning. Much of the present-day tooth decay is the result of the breaking down of the natural protective processes of the mouth.

The mouth glands should flow so freely that their alkaline fluids would neutralize the mouth acids as fast as they form.

But the mouth glands have slowed down—our soft cooked foods which require no chewing do not exercise these glands properly.

Pebeco gently stimulates these glands. It causes them to work in a normal, healthy fashion.

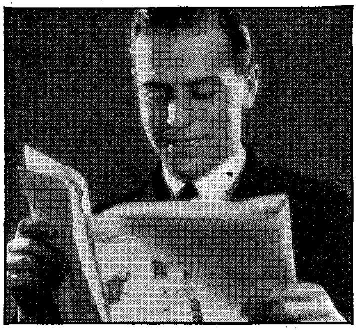
As soon as Pebeco enters the mouth, the fluids from these glands begin to flow more freely. They wash all through the mouth; in between the teeth where the toothbrush cannot reach. They thoroughly neutralize the acids as fast as they form.

Pebeco leaves your whole mouth in a healthy, live condition—your gums, your palate, the entire oral cavity.

Pebeco cleans and polishes the teeth as thoroughly as any dentifrice can. It cannot scratch the enamel, or injure the edges of the gums or delicate membranes of the mouth.

Send today for a trial tube of Pebeco and start now to get your mouth into a healthy, *permanently* clean condition.

Pebeco is made only by Lehn & Fink, Inc. At all druggists. Canadian Agents, Harold F. Ritchie & Company, Ltd., 10 McCaul St., Toronto, Ont.



Strong white teeth are just as attractive in a man as in a woman. Pebeco leaves your mouth invigorated, revitalized—that healthy, tingling feeling tells you your teeth are clean and *will stay so*

PEBECO
TOOTH PASTE
PEBECO

Send coupon for free generous tube

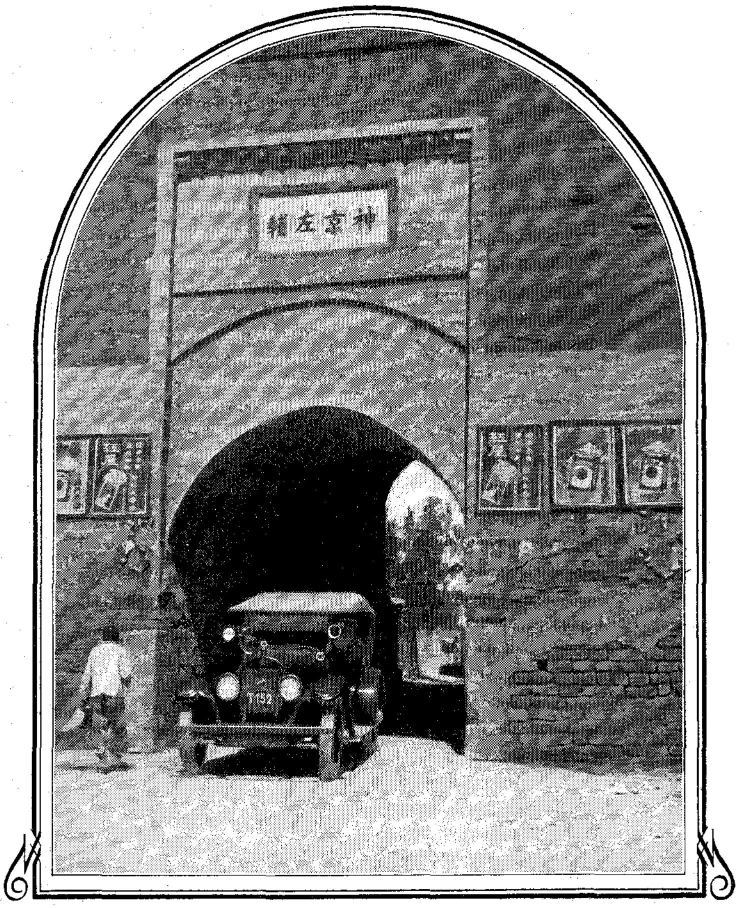
Free Offer

LEHN & FINK, Inc., Dept. G-12
635 Greenwich Street, New York, N. Y.
Send me free your new large sized sample tube of Pebeco.

Name..

Street..

City.................................State.................



Photograph of Mr. Leiper's Cadillac taken at a gate of the walled City of Tungchow, China

Thousands of Miles over the Ancient Roads of China

Between Pekin and Tientsin stretch 83 miles of typical Chinese highways—roads so rutted and difficult that the average driver in this country would think twice before even attempting to enter them.

Yet Mr. H. H. Leiper of the American Board Mission has driven his Delco-equipped Cadillac for many thousands of miles over these and other just such types of Chinese roads, toiling back and forth on famine relief errands of mercy.

Even under these aggravated road hardships, the Delco-electrical equipment of his car gave faultless performance.

This record is simply another example of the extraordinary service which causes Delco—the world's foremost Starting, Lighting and Ignition system—to be the choice of nearly all builders of quality motor cars.

THE DAYTON ENGINEERING LABORATORIES COMPANY
DAYTON, OHIO, U. S. A.

Delco
STARTING, LIGHTING AND IGNITION

MOTORING AND AVIATION
Continued

the fact that the great dirigible disasters of history have been due principally to fire and explosion, this famous pilot seems to hold the view that hydrogen because of its slightly greater lifting power is more satisfactory than helium and, of course, many times cheaper. And, too, this is in spite of the fact now fairly well established that had the *Shenandoah* been filled with hydrogen the heat and sparks resulting from the shearing of the metal parts as it tore away from the mooring-mast would undoubtedly have ignited the contents of the bag.

Perhaps Captain Heinen's statement can be attributed to the foolhardy bravery that the public likes to associate with the daredevil airman. Perhaps it is only the desire to revive the fading spotlight of sensational publicity. But in any event it has the deepest national significance. The future of lighter-than-air craft in this country for commercial as well as military purposes depends largely on the continued successful performance of our one large airship. To risk so great a national asset on the false economy of cheaper hydrogen would indeed be criminal.

MORE AND BETTER AIRPLANES FOR MORE PEOPLE

THE fact is that the airplane, as a means of amusement, recreation and travel, is not as popular to-day as numerous prophets of a few years back predicted it would be, and all sorts of explanations are abroad as to just why the regrettable case is thus and so. We need subsidies, such as are given for the commercial flying-lines in Europe, announce some of our experts. But Eddie Rickenbacker, American Ace of Aces during the war, recently returned from a tour of Europe with a lot of arguments against the subsidy idea. Now comes a flying expert, Richard R. Blythe, and announces that the public is chiefly responsible for the fact that our skies are not littered with safe, comfortable, convenient, flying-machines. Writing in *The Aero Digest*, Mr. Blythe calls the public lacking in imagination, and appeals to its better nature to this effect:

> There is not a single weak link in the entire airplane industrial chain that cannot be attributed to lack of public interest, on one hand the air is lauded as the most obvious lane of travel, and yet on the other it is allowed to lag hopelessly behind every other nation in the world, purely through the sluggishness of your imagination. The ease with which I have tacked a Herculean share of the blame to the public is somewhat amazing, I presume. But, isn't the public to be blamed for everything?—because, after all, they are everything. Nothing exists without the aid of the public—did I say nothing—pardon—very little but the aircraft industry.
>
> As an industry it has had an attack of everything except rigor-mortis—and even at the present time it may be found in a state of coma, substituted, in its active moments, by the delirium tremens of suspicion, greed, superstition and misconceived ideals.

A brief pause for breath before considering remedies. First, let us ask the airplane in the very same inelegant dialect which it is trying to make its own: "Aircraft! how did you get that way!" And let us picture it ashamed of itself, forgetting its obvious crudeness and replying: "Let me see"—the airplane (latest improved commercial model, please) replies—"in the ages of Greek mythology, I was the aspiration of the Spartan youth. Tales were told about how Icarus, having been taught to fly by his father Dædalus, was destroyed by his own rashness. It was a story about wings, and even in those days the imagination of man put wings on everything that he wished to create immortal. Thus I was carried into the religious teachings of the early priests. When a poor mortal human died the legends of ancient tribes attributed to him the outward and visible sign of immortality, snow-white wings glistening in the morning sun. To-day I am being dominated and exploited by people who no longer love me.

"Then came the years"—the airplane visibly shaken by emotion continues—"when witchcraft, sorcerers, and spirits of the devil distorted the minds of men, wings were blackened and any one who was unfortunate enough to create an unusual power was branded and persecuted. Religion and the power of graphic expression brought me back, enlightened; I spurred the inventive brains of the explorers, the scientists, and of madcap youths to a white-hot interest; I was nursed, cajoled and coerced into frightful form. It remained for America, with Wilbur and Orville Wright, to solve my complex. Thus I gave birth to a race of "improvisatori" who, purely by the spirit to create, to conquer new fields, to overcome greater obstacles, created an interest that reached the hearts of the most unimaginative. To-day I am traded for in ounces of gold by hard-faced politicians.

"Through the war's hectic scenes I shifted, fast gaining speed, captured record after record with such rapidity that the public no longer wondered at the death-defying speed of over one hundred miles an hour. I was nursed, pruned, beaten and in turn pleaded with and scolded, as mankind flayed his imagination to create greater and still greater obstacles to overcome.

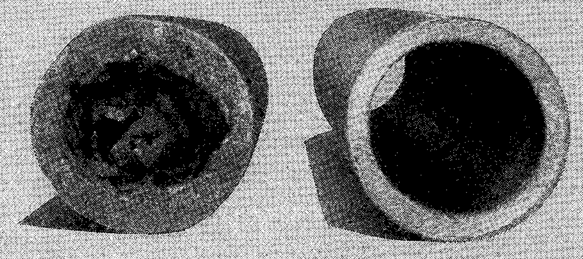
"But"—and here the airplane shook out the silver slip-stream, and settled back on its tailskid—"like most natural things I grew too fast, and created an entirely false digestive system for the correct application of the fundamental theories of aerodynamics. I became so accustomed to discard inherent safety and efficiency for speed and climb that I will have to undergo a serious operation before I will be able to recover."

"No, no, dear Airplane," replies Mr. Blythe. "We love you too deeply to et you be murdered in such a fashion. The old spirit of constructive use is afoot, tiny endrils of your multitudinous applications are even now being developed. He observes further:

> The aerial camera people are developing a science of aerial survey and mapping which is slowly creating a sturdy interest n our national centers of capital. The kywriters have carried your offspring into he advertising world and created the reatest sensation in the history of science. Millions of people have watched you weave now-white letters against the azure background with a steadiness which can only reate a spirit of confidence.

Once more you are having the spirit of

ANACONDA BRASS PIPE



Galvanized Iron Pipe Anaconda Brass Pipe
after four years of service

The two pieces of pipe illustrated were cut from cold water service lines installed side by side. After only four years the iron pipe is almost entirely clogged with rust and the outside surface is badly pitted. The Anaconda Brass Pipe is in excellent condition and will be for years to come.

A home owner's experience with water service pipe

TWENTY-TWO years ago Brass Pipe, made by The American Brass Company, was installed for hot water lines in the residence occupied by Mr. George Remick at 14 Rice Street, Newton Center, Mass. At the same time, pipe of corrodible metal was installed for the cold water lines.

After five years the flow of water through the corrodible pipe was reduced to a mere trickle by rust deposits. It was necessary to tear it out and the owner replaced it with Anaconda Brass Pipe.

For twenty-two years the Anaconda Brass Pipe has given perfect service—clear, clean water in abundant flow. It is still in place and will last as long as the house stands.

Yet, Anaconda Brass Pipe adds only about $75 to the cost of a $15,000 residence.

Our booklet "Ten Years Hence" gives complete information on the advantages of Brass Pipe. May we send you a copy?

THE AMERICAN BRASS COMPANY
GENERAL OFFICES: WATERBURY, CONNECTICUT

New York, Chicago
Boston, Philadelphia, Providence
Pittsburgh, Cleveland, Detroit
Cincinnati, St. Louis, San Francisco

ANACONDA
from mine to consumer

Mills and Factories:
Ansonia, Conn., Torrington, Conn.
Waterbury, Conn., Buffalo, N.Y.
Hastings-on-Hudson, N.Y., Kenosha, Wis.

In Canada: ANACONDA AMERICAN BRASS LIMITED NEW TORONTO, ONT.

World's largest Manufacturers of Copper, Brass, and Nickel Silver—in Sheets, Wire, Rods, Tubes.

MOTORING AND AVIATION

Continued

romance woven into your texture, which is coupled with the steely qualities for the annihilation of time and space.

A new order of things is approaching—young minds are taking up the struggle and the era of normal development is at hand. This will not be a final goal—genuine co-operation of designer, manufacturer, pilot, public, *et al.*, will be that—but it will be a step that will make still finer things possible. But when the public, the real villain of all cosmic tragedies, awakens to what is expected of it by Mother Nature, the handbook of theories by Professor "Staggblatt" will not be consulted, nor labor unions, nor moron speculators, nor fake stock promoters!

Certain it is that an instrument of travel and communication such as modern aircraft, which can race through the air at more than four miles a minute, which can fly for a day and a half without stopping, which can go to an altitude of seven miles above the ground, and which can cross our continent in a single day, will not be allowed to languish much longer. There is nothing mysterious about aviation unless it is the indifference of the American public toward its development. That indifference will be swept to the limbo in a shorter time than the pessimists will admit.

The dreams of long ago for the flight of man will be realized. Out of the silvery tissues of man's imaginative dreams will come the reality in the form of broad, white, sturdy wings that balance their palatial cabins of mahogany and silver—and in a haven of comfort we will travel in the luxury that would be the livid envy of ancient jeweled kings.

LEARNING TO "PLAY" AN AUTOMOBILE

MOST motorists merely drive their cars, but the modern car is "like a violin that must be played on skilfully for best results." So announces William Ullman, of the Ullman Feature Service (Washington), in the course of an article aimed at better results for the motoring public. Cars have reached a high state of perfection, he says, but driving, as a real art, is almost undeveloped. He points to the remarkable endurance tests made with stock cars. The ordinary motorist can hardly believe the figures, "seems to suspect that there is some secret to it," and the truth of the matter, says Mr. Ullman, is that his suspicions are justified. For "there is a secret in the astounding feats of stock cars, and the manufacturers are only too glad to have it known." As a matter of fact, continues the writer:

> These tests prove conclusively that it isn't the conditions under which a car must be driven that reduce it to junk, but the hardships of poor driving.
>
> It is a conspicuous fact that while endurance tests are conducted under the most unfavorable circumstances as regards weather and road conditions, the cars themselves invariably have the advantage of being handled by competent drivers.
>
> An endurance test, express in terms of actual facts, shows what a good car will do with the right party at the wheel. It is,

Cuts Your Lawn and Trims at the Same Time

MontaMower is the ideal lawnmower for which you have been looking for years Not only does it cut the lawn evenly and smoothly without wheel marks or ridges but it also trims right up to walls, trees, shrubs, etc., without leaving any fringe to be cut by hand.

MONTAMOWER

New—simple—durable, efficient—the result of ten years of development—guaranteed mechanically perfect—no gears or long thin blades to get out of order or break. Light—weighs only 7½ lbs.—handles as easily as a rake—a woman or child can operate it without effort.

Trims Close to Buildings
MontaMower cuts the lawn perfectly and trims clear to walls, fences, etc.,—no fringe left to be cut by hand. Saves time and wearisome labor. Grass catcher can be easily attached.

Trims Close—No Harm to Trees
MontaMower cuts clear to trees, shrubs, etc., without harming—no cutting by hand necessary. Made to last for years. Blades may be replaced by new ones after three or four years at small expense.

Order a MontaMower Today
Send check or draft for $18.00 direct to factory. Guaranteed to be as represented or money refunded. Delivery charges prepaid if remittance accompanies order.

MONTAGUE MFG. CO.
148-154 Louis St.
GRAND RAPIDS, MICH.

Export Dept.
19-25 West 44th Street
New York City

$18
Direct from factory

Mail Coupon Today

Send me one MontaMower by parcel post, prepaid. I enclose $18.00 in full payment.

Name_____________________________
Address_____________________________

Out of the Tourist Rut!

Have you thought of it? Something new! Something different! A pack trip—on horseback—with guides and cooks out in the open of the great

Pacific Northwest

All the thrill of romance and adventure first-hand, awaits you there! There's fishing, hunting, swimming, mountain-climbing, camping—good horses and reliable guides.

$86 Round Trip

Chicago to North Pacific Coast
May 15 to September 30

All So Inexpensive, Too!

Accommodations at over 50 "Dude" Ranches, Camps or Mountain Inns in Wyoming and Montana. A great experience for boys and girls.

Stop at
Yellowstone Park
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If you are interested in a personally conducted, "all expense" tour of this region, write me. Let me plan your trip. Illustrated books and details free.

A. B. Smith, Pass. Traffic Manager
940 Northern Pacific Bldg., St. Paul, Minn.

446

Northern Pacific Ry.

The Route of the North Coast Limited
—One of America's Fine Trains

therefore, a gentle hint to the average motorist that his failure to derive such remarkable performance from his car is entirely due to the fact that he is a handicap to the car rather than a help.

A dealer recently proved the stamina of his car by driving it 10,000 miles through snow-covered roads. It was a remarkable piece of performance for any car, and particularly for a medium-priced car. But the driver was not average. It is a foregone conclusion that before he started he made sure that the carburetor was properly adjusted for the conditions to be encountered and that the crankcase never received any but the right kind of oil.

When they drive cars from coast to coast with sealed transmissions and one thing or another they engage the best driver, for it is a known fact that the ability of any automobile is largely governed by the ability of the driver. The endurance test should be viewed by the general public as evidence of what could be accomplished in normal motoring with the proper amount of brain power in back of it.

Why is it, for instance, that a test car can plug away day after day at top speed without giving the slightest trouble, while a car that seems to be pampered promptly acquires a stuck valve so that it commences bucking? Why is it that a test car can be operated through cities, towns, up mountains and down, all in high gear, while the average car develops clutch trouble and all manner of ailments, even tho the drivers never consciously strain it?

These seem to be inexplainable. Frequently one hears the statement that the trouble is because the average car doesn't get enough attention. How ridiculous this is may be judged from the fact that the average car-owner tinkers with his car at least every 100 miles or so, while the driver of the endurance run car will sometimes be prohibited from even raising the hood.

There are a number of troubles that develop in so-called normal driving which do not seem to appear at all while cars are being subjected to rigorous tests at the hands of experts. This would seem to indicate clearly that the principal element in car-care is in the driving. Just because the average motorist fails to appreciate this point he continues to drive with the choker half on, resulting in sticking valves and a dozen and one other troubles.

Thousands of drivers, we are told, acquire clutch trouble through running with a foot poised on the pedal. This keeps the clutch slightly disengaged, resulting in excessive friction and inevitable trouble. The expert with the gears sealed in "high" can make the identical clutch endure the hardship of starting the car in "high" just because the abuse is not cumulative. The writer relates that:

Two cars came out of the same factory recently. They were identical in every respect, but they went into different hands. The first car was put into a demonstration test, made to drive over a dangerous country at high speed and used with the sole idea of beating the best railway time between two points. When the test was completed it was apparently in perfect running condition with not the slightest hint of having been strained.

The second car, after three thousand miles of jogging about town over well-paved streets, went to the repair shop for a new set of wrist-pins. At seven thousand miles it still has a knock, yet it has never

The Good Advice

Which dentists the world over give today

Leading dentists of some 50 nations are advising a new way of teeth cleaning. Millions have adopted it. The results are seen in every circle—in the glistening teeth you see.

This offers you a ten-day test. Accept it. Learn how much it means to you and yours for all the years to come.

You must fight film

Film is the great tooth enemy—that viscous film you feel. No ordinary tooth paste effectively combats it. So few have escaped tooth troubles, and beautiful teeth were seen less often than now.

Soon that clinging film discolors, then forms dingy coats. That is why teeth look cloudy.

Film also holds food substance which ferments and forms acid. It holds the acid in contact with the teeth to cause decay. Germs breed by millions in it. They, with tartar, are the chief cause of pyorrhea.

Protect the Enamel

Pepsodent disintegrates the film, then removes it with an agent far softer than enamel. Never use a film combatant which contains harsh grit.

Few had pretty teeth, few escaped tooth troubles, when the film was left.

Dental science has in late years found effective film combatants. One disintegrates the film at all stages of formation. One removes it without harmful scouring.

Many tests have proved these methods effective. A new-type tooth paste has been created to apply them daily. The name is Pepsodent.

Today careful people of some 50 nations employ it, largely by dental advice.

Essential helps

Pepsodent offers other helps which research proves essential. It multiplies the alkalinity of the saliva, also its starch digestant. Those are there to neutralize mouth acids and digest the starch deposits on the teeth.

These combined results have brought to millions a new era in teeth cleaning. We urge you to learn how much they mean to you.

PAT. OFF.
Pepsodent
REG. U. S.
The New-Day Dentifrice

You'll be amazed

Send this coupon for a 10-Day Tube. Note how clean the teeth feel after using. Mark the absence of the viscous film. See how teeth become whiter as the film-coats disappear.

You will be amazed and delighted at how much this new way means to you.

CUT OUT THE COUPON NOW

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10-DAY TUBE FREE
THE PEPSODENT COMPANY,
Dept. 81, 1104 S. Wabash Ave., Chicago, Ill.
Mail 10-day tube of Pepsodent to
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Only one tube to a family

The FLORSHEIM SHOE

FLORSHEIM Shoes give loyal service — each succeeding pair maintains the reputation of the name—your next pair will serve you as faithfully as the first.

Most Styles—Ten Dollars
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One of Two Hundred Styles.
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BATHROOMS OF CHARACTER
THE TRENTON POTTERIES COMPANY TRENTON, NEW JERSEY, U.S.A.

Our Plumbing Plan Book is Free

MUCH as you may like to plan your home and the arrangement of your bathrooms, do you know enough to do it? Will you always remember that the piping should not be carried into an outside wall? Do you know the convenience of the bathroom separated from the toilet?

These and many other pointers are covered in our instructive plan book, "Bathrooms of Character." It shows many different bathrooms, arranged to meet varying conditions and pocket books.

To those about to build or renovate we will be glad to send "Bathrooms of Character" S-6 without charge. It will prove really helpful.

The Trenton Potteries Company
Trenton, New Jersey, U. S. A.
New York Boston San Francisco
World's largest makers of all-clay plumbing fixtures

MOTORING AND AVIATION
Continued

been driven faster than fifty-five. It all seems like a mystery, but not to the man who figures the importance of the driver. To him it was evident that the driver of the troublesome car had simply been driving with his spark too far advanced while accelerating suddenly.

A driver who had witnessed the remarkable performance of a test car that would run smoothly and without straining at two, three and four miles an hour in high gear decided that he would try to do the same thing with his car. Failing to succeed he took it for granted that the test car was in some way superior to his, when as a matter of fact the trouble was that the driver of the test car knew enough to see that the spark plugs were screwed in tight before attempting the stunt. At low speed slight air leaks make a very great difference in the performance of the engine.

The pilot of one of the test cars on an endurance run found that his engine was overheating a little and suspected that the fan belt was slipping slightly. He was forbidden to raise the hood, so found himself forced to rely upon his knowledge of the proper way to handle the car. He knew that if the engine overheated on the next long hill he would be due for a warped valve or two with consequent loss of power and speed.

He therefore planned his driving so as to attain his maximum speed when going down-hill. In this way it was possible for him frequently to coast without losing time. This served to cool the engine so that he could drive up-hill slower with less possibility of trouble. He won out with a clear case of competent driving.

THE COVERED WAGON—1924 MODEL

MOTOR tourists, millions of them, travel around the country at a great rate, poking their radiators along trails and into remote places where only the pioneer and vagrant had been accustomed to go before. All this may be very amusing for the motor tourists, but the pioneers, those solitude-loving adventurers in lonesome and forgotten places, have another point of view. The automobile invades their territory, as formerly the covered wagons of another generation invaded the lands of the Indians. They look upon the covered wagon of this generation, with its humming engine and weird equipment, with no favor—at least the old-timers take to the idea slowly. One of them, Wallace Smith, relates his experiences in the New York *Times*, beginning:

> Just two weeks ago, on a deep-green trail in Klatsop County, we halted suddenly at the foundation of a mighty Douglas fir. We halted and spoke fervent, meaning words. Both of us had seen at once, newly carved in the veteran bark of the patient giant, the legend, "G. H. W.—'24."
>
> There are people still who make their bid for immortality by cutting their initials in trees or scratching them on rocks. We had seen such deliberate sacrilege too many times. But yet we stood and muttered fierce words and placed forever a detailed and deserved curse on the badly shaped head of "G. H. W.—'24."

It was not only our sorrow for the spear that had been thrust into the side of the noble fir. But, coming at this season, the clumsy initials were somewhat worse to us than if we had received a letter decorated by a smudgy black hand, a stiletto and a skull, advising us to leave the money under the loose board in the sidewalk and not to notify the police.

Back in our cabin we didn't say any more about the carving, directly. But after the evening flapjacks and bacon my partner wondered if our pack train at Grant's Pass was in condition. And I found myself contemplating a leisurely journey through the Klamath country. Or wondering if we shouldn't ship, after all, on that freighter for a slow voyage to Kotzebue Sound and Cape Prince of Wales up Alaska way.

Next morning there was a shattering explosion a little way up the main trail. Our first thought was that Hans Obermann and his loggers were touching off dynamite. And we hurried out to argue with Hans, taking along a shotgun for the purpose, the propriety of logging so close to the trail.

It wasn't Hans Obermann. It was an automobile. And such an automobile! Any motor would look out of place on our main trail, just at the edge of the big trees and just beyond the reach of the tide. As out of place as an ostrich in a ladies' Turkish bath. This machine would have appeared eccentric in a Roumanian second-hand store.

It had that saggy dejection that comes to motors in their disillusioned old age. On the nearest running board, which was roped into place, were three bamboo fishing-poles, a tarpaulin blanket-roll, a galvanized iron bucket, two excursion-rate suitcases, a shovel, a potted geranium, a partially nude stalk of bananas and a soapbox half full of provisions.

There were three rain-faded and dusty pennants. One proclaimed merely: "Ohio." The second explained: "Lima, Ohio," and the third said: "Excuse Our Dust." Erect in the tonneau was a phonograph. Not the small, compact sort that is familiar at beach parties, on polite camping trips and in sentimental canoes. But a full-chested, swaggering, parlor-sized phonograph. It was unbelievable.

About the automobile swarmed, in a state of high excitement, an unshaven man in overalls and a natty straw hat, a woman in khaki knickerbockers that were tight where they should be loose, a younger woman whose friends should have been brave enough to prevent her from wearing knickers at all, and three children whose ages were obscured by layers of grime and dust. And, oh, yes, a playful and mongrel terrier named Trix.

Tourists, of course! As "G. H. W.—'24" had been a tourist. The first of the spring flight—more certain a sign of the coming flock than the first robin in less favored climes.

The campers were bitter, of course, admits the relator, but naturally—

We gave them a hand getting the Noah's ark out of the ruts, cooked up a pot of coffee for them, and finally waved farewell to the "Excuse Our Dust" pennant.

There was no use trying to hide our feelings from each other any more.

"Well, companero, it's time to shove off," said my partner. "The country's getting too so-and-so crowded. Another couple weeks and there'll be more asterisk-dash tourists in this country than there are

DOWFLAKE

Keeps This Road Dustless

Why endure discomfort from dust clouded highways when the road you live and drive on can be firm, moist and dust free like this Dowflake road? Highway officials find it a simple matter nowadays to prevent dust.

If your motoring trips are spoiled by dust, take the matter up with your local officials. If road dust irritates your eyes and fills your lungs, you can have the condition corrected easily. If germ laden dust from the highway endangers the health of your family, soils your clothes, and doubles the housework, the nuisance can be ended quickly. You can make your town a dustless town.

Thousands of communities in the United States and Canada have secured freedom from the dust nuisance by applying to road surfaces a clean odorless dust-layer called Dowflake. Dowflake absorbs several times its weight in moisture from the air, holding this moisture in the road surface for months. It controls dust and saves the highway by retaining surface material on the road.

This method of dust prevention is approved by state and county highway departments—by superintendents of parks, cemeteries and estates. Its use has grown rapidly. It is manufactured by an old established company which supplies large amounts of chemical products for industrial, pharmaceutical and agricultural needs.

Let us tell you how you may control dust on gravel and stone roads, whether they are short drives or trunk line highways. Write for our folder—"How To Control Dust," with specimen dust control petition.

KEEP ROADS UP AND TAXES DOWN WITH DOWFLAKE CALCIUM CHLORIDE DOW

is also an accepted method of curing concrete pavements. Write for our book "How to Cure Concrete."

THE DOW CHEMICAL CO., Midland, Michigan:
Please send me ☐ "How to Control Dust"
☐ "How to Cure Concrete" ☐ "How to Maintain Roads

Name ____________
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Branch Sales Offices:
90 West St., New York City
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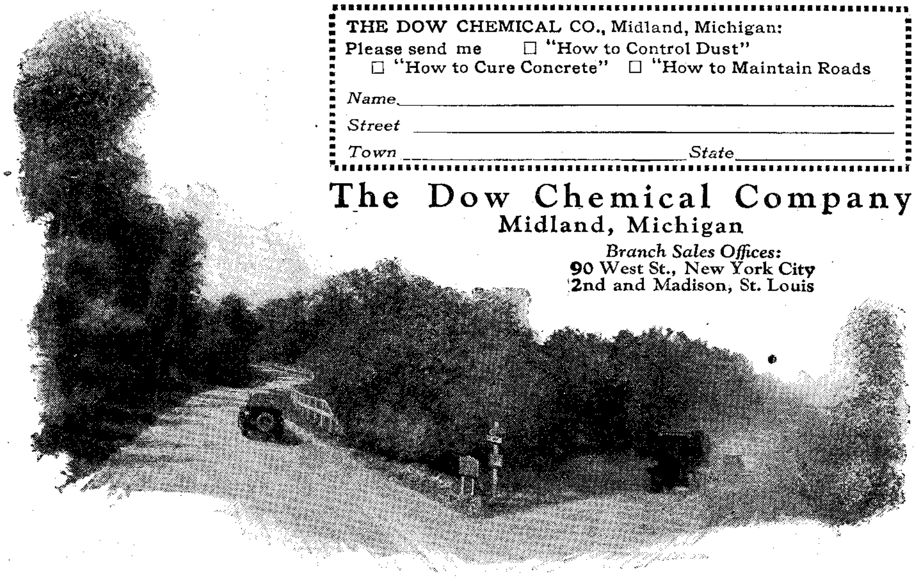

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ASPHALT
BUILT-UP ROOFS

Also makers of Carey Asbestos and Asfalt-slate Shingles, "The Shingle that never curls."

Waterproofings
To protect foundations of bridges, dams, reservoirs and buildings and to insure dry, healthful basements.

Roof Coatings
To repair, restore and prolong the life of all kinds of metal and composition roofs.

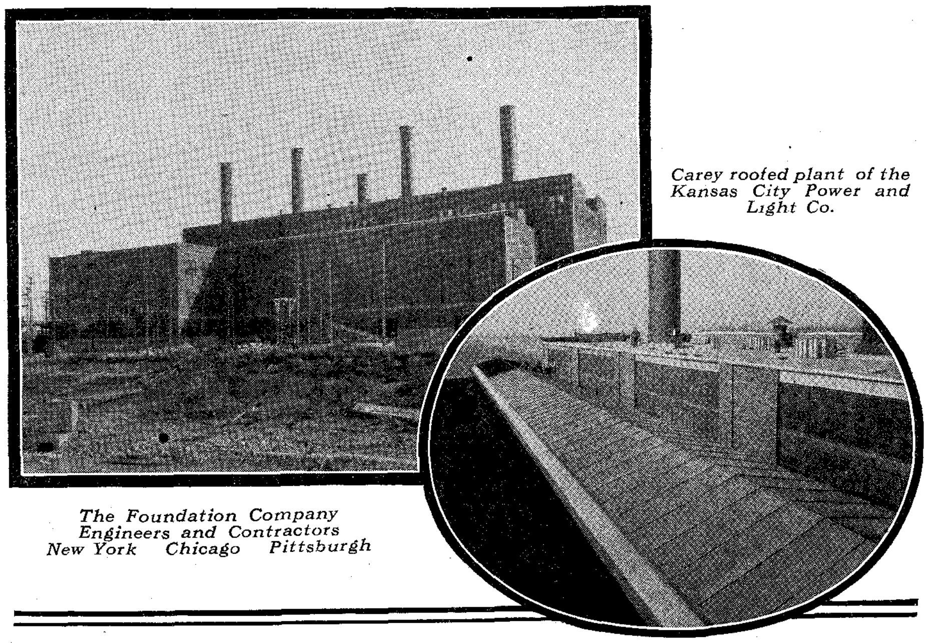
Meet Modern Building Requirements

MODERN industrial buildings are the longest lived and best that have ever been built. Therefore, they deserve the best possible weather protection. Surrounded by more menacing atmospheric conditions, smoke, vapor, gases and exhausts, they should have roofs to resist these enemies.

Carey Asphalt Built-up roofs are made from superior basic materials and in a superior way to fully meet these more rigorous modern requirements and give the *sufficiency* of service in keeping with the rest of the structure.

There is a competent Carey roof specification for every type of building.

THE PHILIP CAREY COMPANY
3 General Wayne Ave., Lockland
Cincinnati, Ohio



Carey roofed plant of the Kansas City Power and Light Co.

The Foundation Company
Engineers and Contractors
New York Chicago Pittsburgh

MOTORING AND AVIATION
Continued

smelt in the Sandy River. I am for heading somewhere where the wide open spaces aren't so blinkety-blank wide open."

I tried to respond humorously with a line about seeing Americans first, but it didn't get over. In the end, after another day or two, we closed the door of our little shack, said adios to the woodpile, and shoved off—not to return until the end of the tourist migration.

Our cabin in Oregon is a little beyond the far end of the Lewis and Clark trail, which is about as far west as you can go without getting your feet wet. Coming out, we saw an automobile with a Maine license plate More tourists! Other license plates from West Virginia, Iowa, Kentucky, New York—

We had crossed their trails in Montana, in Utah, in Nevada, Arizona—and last year in Yellowstone! Well, we had to take a pack outfit and plunge off the trails for a month to get away from them.

Lady tourists wearing middy blouses, sloppy knickers and silk stockings, clutching red guide-books and gaudy umbrellas, painted with sunburn lotion and wearing goggles! Male tourists in golf panties and wide-brimmed, mail-order sombreros, bearing cameras and writing snappy cracks on postcards! Boy Scouts getting in their good deed each day while trying to run away from the Scoutmaster. Groups from girls' schools.

All of them exclaiming that the Grand Canyon of the Yellowstone was just too lovely for words and weren't the falls gorgeous. And, of course, carving their initials.

My partner and I were sad—and resentful. But my partner, after a particularly happy supper one evening, got thinking about that license plate from Maine being out there at the end of the Lewis and Clark trail. And got downright sentimental about it.

"We spend a lot of time," said my partner, "laughing at these hombres for leaving their happy homes in the East and gallivanting all over the range. It's easy to laugh.

"But did you ever figure that it takes a lot of nerve for some taxpayer back in Corn Flakes, Michigan, to saddle up his asthmatic flivver, round up the family, buy a dozen oranges and a can of condensed milk and start out blind across the mountains and desert just, like this poet says, 'for to admire and for to see.'

"No fooling. You might even get poetic about it and say where these tourist cars are the covered wagons of this day and age. A party that will pull up stakes in some comfortable city and take a chance on this long journey isn't so many lengths behind the old-timers in the buckskin shirts who took a fall out of the Indians and buffaloes and got into the movies.

"These tourists look funny and they're a good deal of a pest. But from now on, when I laugh at them I will do it in a restrained and well-bred manner, like it says in the etiquette book, laughing either behind my neatly gloved hand or behind the nearest woodshed."

My partner applauded his statement with vigor, and all the way into Portland took off his hat to passing tourist cars That was going a little far, I thought, to point up his argument. But perhaps my partner is a little more than right.

At any rate, says the narrator, they discovered that his new attitude was that of Oregon and the Pacific Northwest. Or, at least, it is the attitude that the officials attempt to establish for natives, who seem not loath to assume it. He proceeds:

In Portland we picked up the first newspaper we had seen in a month, and discovered that it devoted a daily column to news of the municipal tourist camp. It recorded that so far this season 1,095 cars and 3,600 persons had halted in this motor oasis, and said that travel was heavier than ever before at this time of the year. Incidentally, the column mentioned that George N. Loweridge of Walla Walla, Washington, had arrived on a bicycle with his wife and two children, heading for California. Quite incidentally.

There are between 500 and 600 automobile camps, provided by various cities, in Oregon, Washington and British Columbia. Last year in the Portland camp 18,100 cars and 76,000 people were registered. This, one is able to ascertain, is the largest registration of any municipal camp in the country. "One is able to ascertain" only after some questioning, because it is Portland's strange way not to boast. One of its municipal publicity men said to me recently, in revising some figures he had casually uttered, that it was better to understate than seem to exaggerate. Strange!

And it gave a flavor to his own statement that there would be "very close to 1,000,000 people visit Oregon in 1924." Last year there were 450,000 people registered in the automobile camps. This besides the 200,000 estimated to have come in by rail and by boat. These tourists, according to the statisticians, bring at least $65,000,000—Portland statistics; "better to understate"—into these parts.

My partner may not be so wrong in taking off his hat to the tourist automobiles.

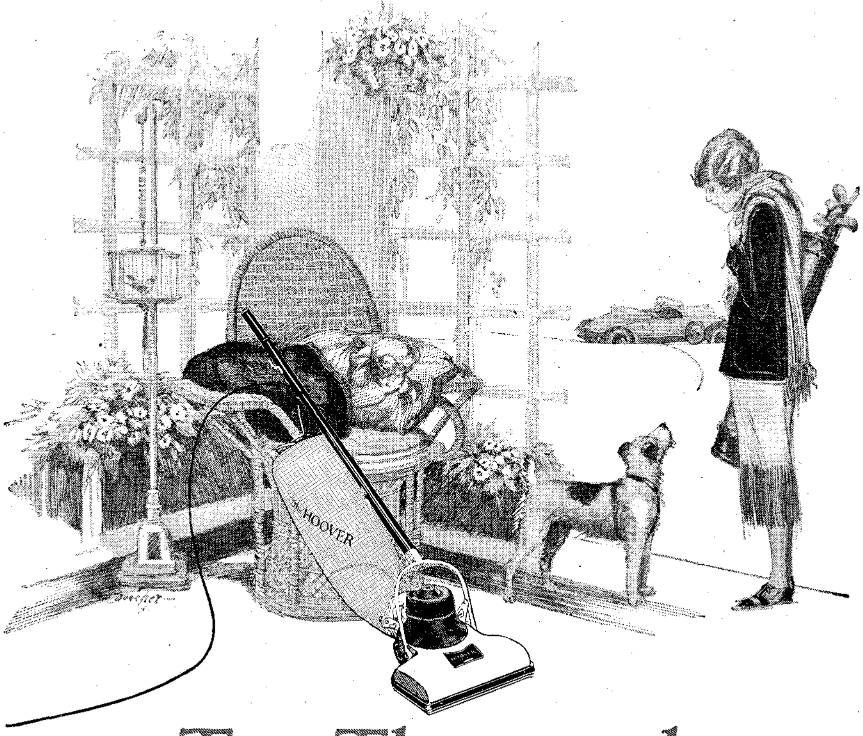
"And that is not the principal thing," declared one of Portland's leading commercial figures. "We figure that at least 40 per cent. of these tourists are people looking for a home, a lot of the folks who take their vacation as an opportunity to spy out the land and find a new place to live, away from the cities and closer to an independence and a life worth living. The automobile tourists are the colonizers of to-day. The railroads did all of the pioneer work. They built the country. But side by side with their work stands the work of the motor pioneers."

These tributes to the tourist were so marked that it was difficult for me to take much heart, even when another Oregon official spoke of the need of legislation to control automobile immigrants.

"In these bands of travelers, of course, there are the undesirables—the pirates," he explained. "There are always such men in the ranks of the pioneers. They used to be cattle-thieves and land-sharks. Nowadays they steal automobiles and filch gasoline. We have to be on our guard." The tourist situation is growing too great.

Another little incident, if this apologetic record does not seem altogether too statistical. It didn't start out to be that way, at all.

It was in 1910 that the first automobile made a trip along what is known as the Pacific Highway. It was driven by A. E. Todd of Victoria, B. C. He bought a car in California and drove from Tia Juana to his home. En route he jolted practically everything off his car but the number



Ten Thousand Extra Hours for You!

Tucked away in the sockets of your electric light fixtures are ten thousand toil-free hours.

These are the hours you've often wished for, but never had.

And now, with summer here, you badly need them!

How can you get these extra hours? Simply turn the switch of a Hoover and let the endless power in that electric socket pour forth to do your bidding

Tirelessly with The Hoover you can clean your rugs and floor coverings. It will do the beating and sweeping that hitherto has taxed your strength.

You can do speedily, more easily and better the tasks which have always consumed much precious time.

And one by one, you will put to some good use these hours The Hoover saves you, day by day.

The Hoover never tires, nor do you as you glide it. The Hoover neither slights nor shirks.

It keeps quietly to its work until the very last speck of sharp-edged, gritty, embedded dirt is beaten out and suctioned away—

Until the very last thread and hair and piece of lint is swept up and whisked safely into the Hoover bag.

As it cleans rugs it also restores their beauty and prolongs their life, and thus it repeatedly saves its cost.

And with its newly devised attachments you can easily and *dustlessly* do all of your dusting.

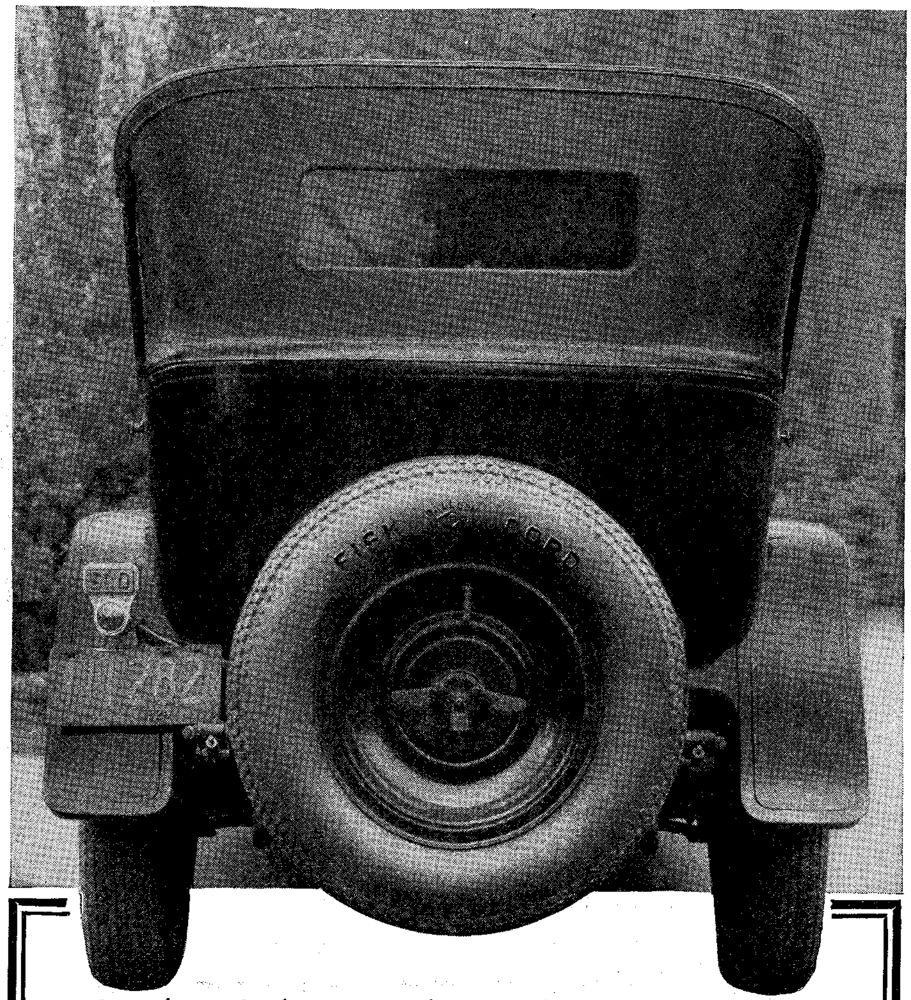
When will you start to save *your* ten thousand extra hours, with The Hoover?

See your Authorized Hoover Dealer *today*. He has a plan of easy payments that makes the purchase of the new model with its ten added features no burden at all.

THE HOOVER COMPANY, NORTH CANTON, OHIO
The oldest and largest maker of electric cleaners
The Hoover is also made in Canada, at Hamilton, Ontario

The HOOVER

It BEATS ... as it Sweeps as it Cleans



Take The Fisk Balloon Route This Summer!

Don't worry about those rough detours and bad stretches this year. They won't tire or delay you if you equip with Fisk Balloons.

These soft air cushions under your car gently yield to every bump and let you ride in perfect relaxation and comfort.

And because Fisk Balloons absorb the jolts and vibration from road unevenness, they keep the car tight and prevent the development of annoying squeaks and rattles. The result is slower depreciation and lower upkeep expense.

Time to Re-tire
Get a FISK
Trade Mark Reg. U. S. Pat. Off

Fisk Balloons are made to fit your present rims as well as special wheel equipment.

FISK
BALLOON
CORD TIRES

MOTORING AND AVIATION
Continued

stamped on the engine. But he made it! Some day, no doubt, there will be a heroic statue of A. E. Todd in City Park, with his bronze eyes on the road and his pioneer foot stepping on the gas.

The first journey in 1910. Last year 18,100 cars—conservative Portland figures —registered in the Portland municipal camp. And this year a million visitors expected in Oregon. Forty per cent. of them with an eye to finding a new home in the West.

My partner didn't come so far from being right, at that, when he made poetic allusions to the covered wagon of the decade. Settlers and pioneers come to take their part in the building of a great country, a country from which the nation's leaders expect the industrial developments of the near future to come.

The covered wagon, 1924 model. All right. Perhaps by next year I'll be taking off my hat, too, when I see an automobile toting a phonograph and a potted geranium and a terrier named Trix. Not this year, tho.

I'm still bitter about leaving our shack. And, besides, I don't expect to see any more automobile tourists this year. My partner and I are just about signed up for that slow, sea-going journey to Alaska.

HYPNOTIC TIME-SENSE

SOME hypnotic subjects display what appears to be a supernormal power of appreciating the passage of time. In the Proceedings of the Society for Psychical Research (London), S. E. Hooper has an article with the title "An Experimental Study of the Appreciation of Time by Somnambules," in which this matter is discust. Says *The Scientific American* (New York) in an abstract:

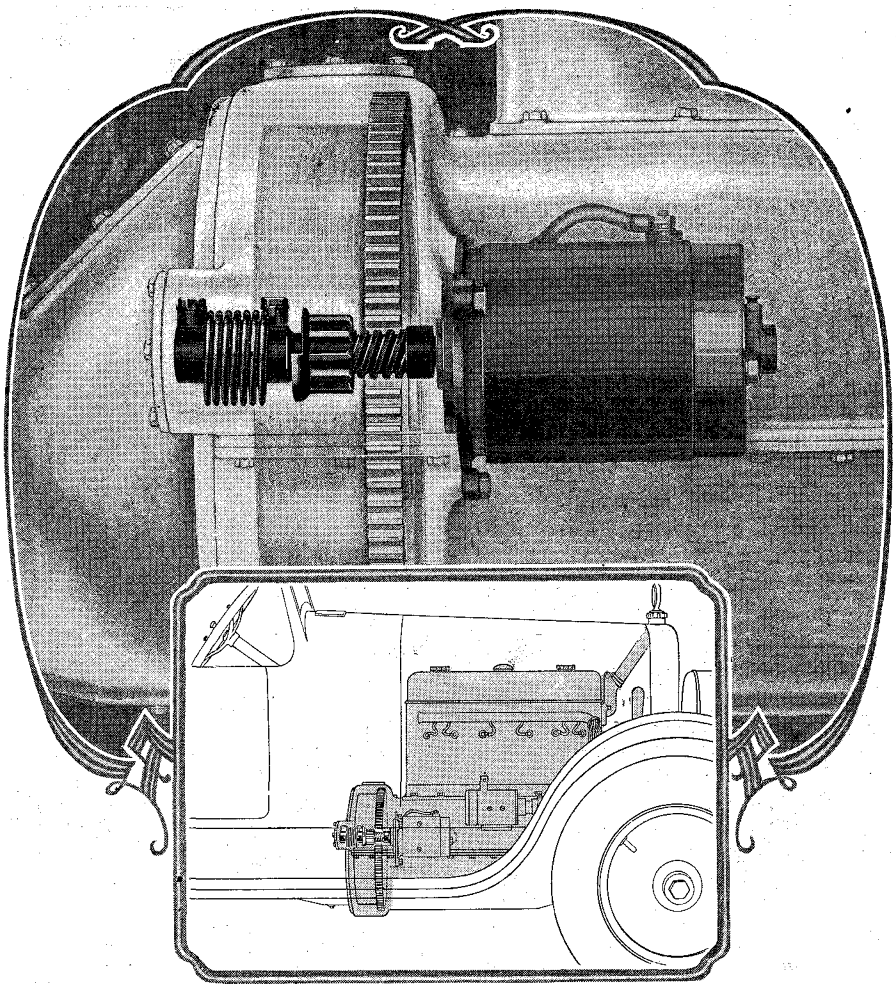
> If such a subject is told during hypnosis to perform some simple act at the end of 5,000 minutes, he will do so, at or about the correct time, altho in the period intervening between the hypnosis and the performance of the act he has had no conscious knowledge of the suggestion that has been given to him. Experiments demonstrating this peculiarity of the hypnotic state have been recorded, and Mr. Hooper takes up the inquiry at the point at which it was left by other observers. Two main problems are presented by the results of these experiments: (1) the subliminal calculation by which the subject comes to know the time at which the suggested act is to be performed; (2) "true time-appreciation," by which the subject knows when the time so calculated arrives. When a long time-interval is given in minutes the subject usually calculates subliminally so as to find out when the suggested act falls due. Mr. Hooper's experiments corroborate this; but one of his subjects maintained that as soon as the suggestion was given she began to count rhythmically and continued to do so until the suggested number of minutes had elapsed. It is to such a capacity for accurate counting of seconds by a subconsciousness on which the pendular rhythm of the clock has been faithfully inscribed that Mr. Hooper looks for an explanation of "true time-appreciation."

WARM OCEAN MAY CHANGE CLIMATE

THE ocean is warming up. The International Ice Patrol, operating from Halifax, reports that the temperature of the sea covering the 35,000 square miles of the Grand Banks of Newfoundland is 7 degrees higher than normal for the time of year. Similar conditions are found in neighboring waters; icebergs and ice-floes are almost non-existent south of Newfoundland, and wide-spread tho temporary changes in the climate of eastern America and western Europe are thought likely to occur in the near future by Lieut. Edward H. Smith of the U. S. Coast Guard Service, who reports these phenomenal conditions. His report is based upon the reports of the Coast Guard cutters maintaining the ice-patrol. In it he says, according to Science Service's *Daily Science News Bulletin* (Washington):

> The early reports from the patrol this spring are of more than passing interest, due to the relatively high temperatures which are being encountered over practically the entire continental shelf south of Newfoundland. The Grand Banks, a submerged promontory of 35,000 square miles, is normally covered by a reservoir of water that is free from outside intrusions, such as ocean currents, from September to March every year. This reservoir has a mean depth of 35 fathoms, or 210 feet. It is cooled by the end of winter to a uniform temperature from surface to bottom. This water mass in March constitutes one of Nature's largest and most accurate thermometers, which registers the severity or mildness of the preceding winter season. Normally this thermometer is chilled by the cold blasts from Canada to a temperature of 30-32 degrees F., but this year the spring temperatures are 37-38 degrees; 7 degrees above normal. When we stop to consider that it takes approximately 3,300 times as much heat to raise a given volume of water one degree as it does a similar quantity of air, we can realize the tremendous amount of heat reserve the Grand Banks possesses this year. This also records the passage of one of the warmest winters this region has experienced in the past ten years.
>
> The patrol vessel has visited several fishing hamlets along the south coast of Newfoundland, and all these places state that the winter of 1923-24 was one of the mildest within the record of their oldest inhabitants. There has been very little Arctic field ice drifting south of Newfoundland this spring. The Grand Banks and off-lying banks to the westward are normally covered by fields during March and April, while this year there were no fields south of Newfoundland during this period. Furthermore, during the months of April, May and June there is an average of 350 bergs totaled south of Newfoundland. This spring there have been only seven bergs, and at the present writing, May 4, there is not one. We have no year like it on record.

Commenting on these observations, Lieutenant Smith says that such vast bodies of relatively warm water may be



The Mechanical Hand that Cranks Your Car

The Bendix Drive is the connecting link between your electric starting motor and the engine of your automobile. When you step on your starter, you make an electric connection between the battery and the motor—thus suddenly rotating the motor shaft on which the Bendix Drive is mounted. This moves the pinion gear of the Bendix Drive over into mesh with the gear on the flywheel of the engine . . . . cranks it . . . . starts the engine . . . . then automatically lets go, and waits until you need it again.

The efficient, dependable service rendered by the Bendix Drive is evidenced by the fact that it has won its place as standard equipment on the electric starters of a large majority of the world's automobiles and trucks.

Manufactured by ECLIPSE MACHINE CO., Elmira, N.Y.
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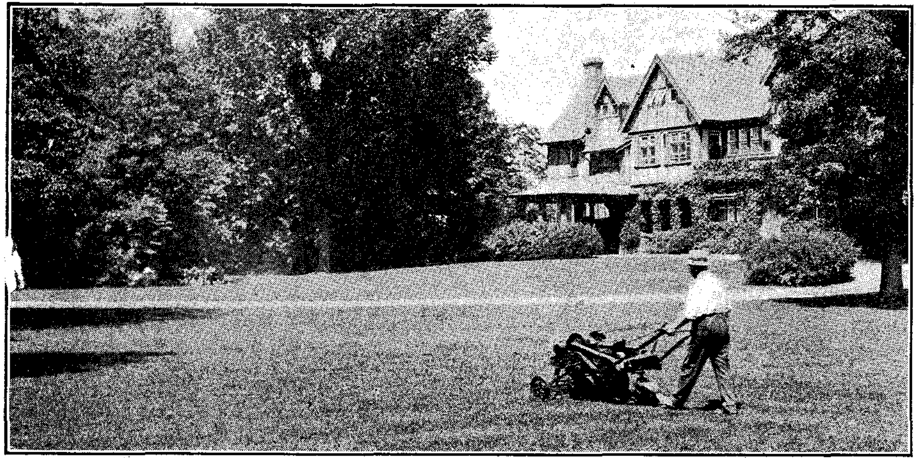

THE motor on an Ideal Power Lawn Mower does *not* ride on the cutting units. Its weight rests on a wide-faced roller that both rolls the lawn and acts as a drive-wheel, giving plenty of traction without tearing the sod. The cutting units carry no weight except their own. They are pushed ahead of the mower—just like a hand mower—and can be raised or lowered instantly when going over rough places or sidewalks.

These features are vital in a power mower. Insist on them, for they are features that enable Ideal Mowers to deliver years of trouble-free service. Literature on request.

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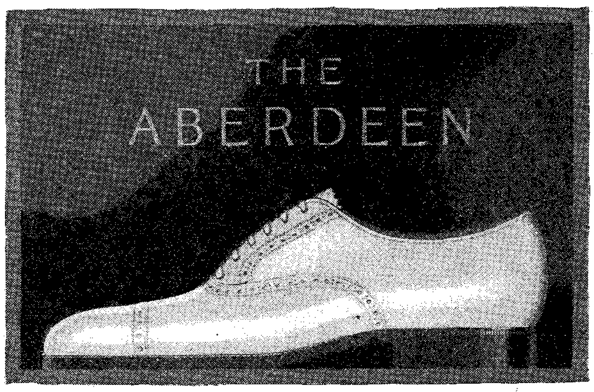

Do you know how good shoes are made?

Do you know the difference between "filler" and "insole"? between "ply" and "one-piece soles"? between "skivings" and "first top leather"?

A booklet, "Men Like to Say They Wear Them", explains these things and also shows why paying a bit more for Nettletons means 100% more in wear . . . and looks. Write for your copy today.

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SCIENCE AND INVENTION
Continued

traced across the Atlantic for months, and have been known to have immense effect upon the general distribution of atmospheric pressure, and so upon weather conditions on both sides of the Atlantic. He concludes:

> That great heat regulator, the North Atlantic, is passing this spring through an unusual thermal process, undoubtedly of a temporary nature. Its direct effect will most certainly be reflected in multitudinous ways and in far distant lands.

THE TROLLEY AND THE AUTO

THE effect of the automobile on the passenger traffic of the street railways is discust in *The Electric Railway Journal* (New York) by Vice-President Dudley Montgomery, of the Madison Railways, Madison, Wisconsin. Mr. Montgomery believes that the distribution of riders between these two agencies, which he now estimates as four to one in favor of the trolley, will remain fairly stable in the future. He thinks that city owners of motor-cars are restricting their use more and more to pleasure, the discomfort of congested down-town traffic and the crowding of parking-space being chiefly responsible for this result. The bus, altho its business is bound to increase, will draw rather more from automobile-owners than from the present patrons of the street-car lines. We read:

> The past fifteen years have been the most trying in the history of the street railway business. Together with the trials of war and much adverse legislation and criticism, the industry has had to meet the competition of the automobile.
>
> In 1910 we were all worried about the possible diminution of street railway traffic due to automobile traffic, and yet at that time no one conceived of the ultimate growth of the automobile industry.
>
> The many predictions of how many automobiles the country could support and the time when the enormous annual increase of production would slacken to a point commensurate with the normal growth of population have usually fallen short of the facts. I would call attention to only one comparison, which seems to provide some measure of future development—that is, that there are now more automobiles in the United States than there are telephones.
>
> The number of persons who at present own automobiles, but are using them less and less for daily service, is increasing steadily. They find that the expense is greater than they care to assume, that the difficulty of finding space to park their cars is an annoyance, that the wear and tear on the automobile standing in the weather is another expense, and that the time saved, if any, is of no great moment to them. The result is that they are using their automobiles mostly for pleasure riding.
>
> The country is going through much the same kind of experience with the automobile that it did with the bicycle, and a part of the novelty of automobile-driving is wearing off. This is especially true where traffic congestion is serious enough to hamper and irritate the driver.

For some time Mr. Montgomery has been collecting data and making observations to determine the amount of traffic which the automobile takes from the street-car. He says on this point:

> We find that the street-cars are carrying on the average 80 per cent., or four-fifths, of the city traffic, and we believe that they will continue to hold this proportion. It must be remembered that the largest part of the automobile-riding is new business developed by the automobile, and can not be considered as a loss to the street railways.

MEASURING WATER WITH SALT AND ELECTRICITY

A RECENT water-meter for huge quantities of flow depends ingeniously on the electric conductivity of brine, we are told in *The Journal of Electricity* (New York). Good meters and other measuring devices have been, of course, available for many years, the writer says, but in many situations these are impractical or too costly. Modern hydro-electric power-plants use water in enormous quantities. For example, a water-wheel was recently tested with a discharge of 3,500 cubic feet per second, or three times the quantity of water used by New York, with its population of six million. High efficiency in power development is most important, but the degree of realization can be known only through precise measurement of the quantity of water and its fall through the turbines or water-wheels. We read:

> Some of the methods of measurement have not been satisfactory in degree of accuracy. The most accurate method (almost perfect) is weighing in tanks on good scales. Manifestly, it is quite impracticable in many situations.
>
> Prof. C. M. Allen, of Worcester Polytechnic Institute, has recently added a method which is giving results of remarkable precision. It depends upon the fact that common salt increases the electrical conductivity of water in proportion to the quantity of salt dissolved in the water. The salt velocity method consists in accurately timing between two known points the passage of a charge of brine which has been injected into the water at a point up-stream. Dividing the volume of the conduit between the two points by the time of passage gives the rate of flow, or discharge.
>
> For introducing the salt a strong brine is injected under pressure at an up-stream point through a system of small pipes so placed as to give approximately uniform distribution in the cross-section of the conduit. At one or more convenient places down-stream, electrodes are inserted in the conduit and used to detect the changing conductivity of the water as the brine passes. The timing of the passing of the brine is done by means of a stop-watch or recording seconds clock and indicating or recording electrical instruments.
>
> Comparative tests of the salt, velocity method with the Venturi meter, the weir, and the weighing-tank, show it to be very accurate. It requires no unusual equipment for controlling the flowing water, no huge tanks and scales, no long interruption of the operation of the power-plant in which the water is being used.

Rodd Floor of California Redwood Blocks in Gymnasium of Carnegie Institute of Technology, Pittsburgh, Pa. Henry Hornbostel, Architect.

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Beautiful Durable Floors of California Redwood

RODD Floors of California Redwood Blocks set new standards. Light in color, they can be given a dull or gloss finish, producing a flat tile effect that does not accentuate room shapes by strongly defined parallel lines.

Heavy traffic merely irons out the surface and makes it stronger, without producing corrugations or cracks. Floors are quiet and dustless. Made from properly seasoned and specially dried Redwood, they stay flat and tight under all conditions of moisture or dryness.

Permeated during growth with a *natural*, odorless preservative which protects against all forms of fungus rot and decay, Redwood requires no treatment with pungent preservative oils. It is odorless and suitable for food warehouse floors, for stores, private residences or offices. For factories, machine shops, foundries, and shipping platforms, these floors are extremely durable.

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Rodd specifications for floors to meet any special condition of load or service, or for repairing or replacing old floors, together with estimates for complete installations, gladly submitted. Inquiries are invited.

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900 Century Bldg. Pittsburgh, Pa.
Eastern Contract Engineers for Redwood Block Floors
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Buy some good tools for the boy, Dad - and [whisper] use them yourself

UP in the attic or out in the garage there are new adventures waiting for the Boy and YOU—adventures with tools in The Land of DOING things!

What a world of achievement good tools open up! What wonders they can perform!

Begin your tool kit today with a Simonds Hand Saw, Hack Saw and File. You'll thrill to the feel of their perfect cutting qualities. You'll prize each of them as a *real* tool. You'll know why Industry has chosen them for years. They'll make the boy a better boy—his Dad a better man.

But be sure, when you buy your saws or files, to say SI-MONDS.

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SIMONDS
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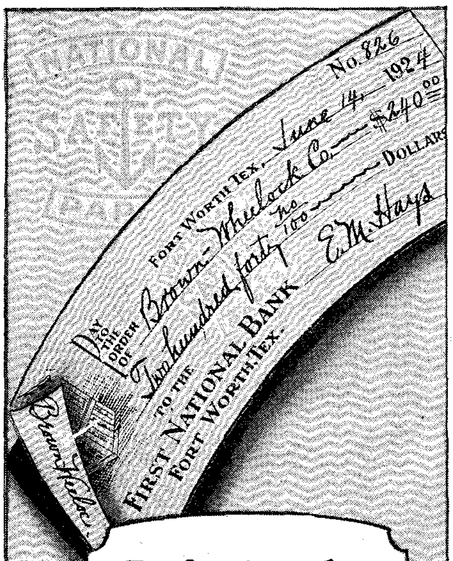

No. 826

Fort Worth Tex. June 14 1924

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Two hundred forty no/100 Dollars

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Brown-Wheelock

Defeating the Check-Changer

People use more than four times as many checks today as they did 25 years ago, and yet losses through fraudulent alteration are not nearly so common as they were then.

This is due mostly to the vigilance and modern protective methods used by the banks.

In the chief financial centers, for instance, the majority of banks and trust companies furnish their depositors with checks on National Safety Paper.

This paper protects every part of the check against fraudulent alteration. Any change made with chemical eradicator, eraser, or knife instantly produces a glaring white spot in the paper.

See if your checks have the wavy lines which identify National Safety Paper. If they haven't, ask your bank for this protection.

Write for our book "The Protection of Checks"

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INVESTMENTS ▾ AND ▾ FINANCE

WHY THE BONUS WILL NOT BOTHER BUSINESS

THE psychological effect of the passage of the bonus law upon a business community which has been hoping for the success of the Mellon program of tax-reduction and no bonus was, of course, considerable. And yet, we read in the June bulletin of the National City Bank of New York, "if a bonus was to be paid, it has been arranged for in a manner that will occasion the minimum of disturbance." "The effect upon trade activity will be negligible," we read in the Alexander Hamilton Institute's *Business Conditions Weekly*, and it goes on to explain why:

> About $150,000,000 will be collected in taxes from Mr. Jones and Mr. Brown and paid to Sergeant Smith and Private O'Brien. Some of the wealthier taxpayers will have a few dollars less to spend, but there will be no decrease in the total amount spent for merchandise. There will just be a difference in the places where the money is spent. It will be spent where Sergeant Smith and Private O'Brien do their shopping instead of in the places where Taxpayers Jones and Brown spend their money. However, there will be no withdrawal of funds from production and employment, because it is merely a taking from Peter to pay Paul, and Paul will spend the money for much the same sort of merchandise as Peter is accustomed to buy. About the only economic loss to the country on account of the bonus during the next twelve months will be in connection with the extra clerks and accountants employed in handling the complicated Army and Navy records. It will be necessary to spend $5,000,000 or $10,000,000 a year extra on account of clerical help and other expenses of administration, and if it were not for the bonus these clerks and this money would go into some form of productive industry. However, the amount of money diverted to these extra clerks from productive industry is too small to discuss in analyzing general business conditions.
>
> As a business factor the bonus will be more important several years hence. The bill provides that if annual disbursements do not absorb all of the sinking-fund provided, amounting to over $100,000,000 a year, the Treasury shall invest any idle bonus funds in government bonds. Perhaps six or eight years from now the annual investment of bonus funds in government bonds will influence the bond market. Then at the end of twenty years, when all of the insurance certificates expire, the Government will have to sell the bonds purchased meantime in order to effect the final payment to the veterans then living.
>
> It is also possible that within eight or ten years the total money which the veterans will borrow from the banks by pledging insurance certificates will become a factor in the money market. However, there is a popular misunderstanding about the borrowing provision of the law. The authority to borrow 90 per cent. of the value of the insurance certificate after two years does not mean that the holder of a $1,000 certificate can borrow $900 after two years. If that were possible the veterans could borrow the huge sum of $2,600,000,000 after two years. That would be equal to 6 per cent. of the total bank loans of the country. In the borrowing provisions of the bonus law, however, there is a difference between face value and loan value of the insurance certificate. For instance, the certificate with a face value of $1,000 will not have any loan value at all during the first two years. In the third year the loan value will be nearly $90. Assuming that 3,000,000 veterans will have certificates with a face value of nearly $3,000,000,000, the maximum borrowing permitted in the third year will be about 9 per cent. of the total, or $270,000,000. In the fourth year the maximum borrowings will be increased to $350,000,000. After ten years the veterans will be able to borrow around $1,000,000,000. However, we do not believe the veterans will exercise this borrowing privilege in full, and doubt whether much more than one-half or two-thirds of the maximum borrowing limit will be reached in any year. Moreover, the increase in such borrowings will be very gradual, and will not have a disturbing effect upon trade activity in any year.
>
> In brief, merchants and manufacturers may ignore the bonus in making up their budgets for the next two years. The passage of the bill over the President's veto has added to the confusion in the political outlook, but the political consequences are more important than the trade consequences so far as 1924 is concerned.

STANDARD OIL GREATER BUT LESS DOMINANT

WHILE Standard Oil has grown tremendously during the fourteen years since its "dissolution" by the courts, the present company and its former subsidiaries control a smaller proportion of the whole oil business of the country than the old Standard Oil Company did in 1911, we are told. In world competition the nearest rival to the Standard group is the Royal Dutch-Shell group. In an article in *The Financial World*, E. Marshall Young points out that in the old days the Standard kept out of the producing end, leaving the other fellow to do the gambling; it "bought its oil and concerned itself with refining and marketing, taking the refined product to the back door of the ultimate consumer." Thus—

> In 1911 the portion of production credited to Standard Oil was perhaps around 17 per cent., perhaps a trifle less. To-day the old parent company and the old subsidiaries are producing only 20 per cent. of the entire production of the country. That does not look very much like control of production.
>
> In 1911, or prior to the dissolution, the refining capacity owned by the Standard group represented less than 50 per cent. of the total refining capacity of the country. Since that time, so rapid has been the

investment in the oil industry, that the Standard has dropt behind in its percentage of total refining capacity.

Certain pertinent facts about the oil industry and the Standard's place in it are tabulated as follows in *The Financial World*:

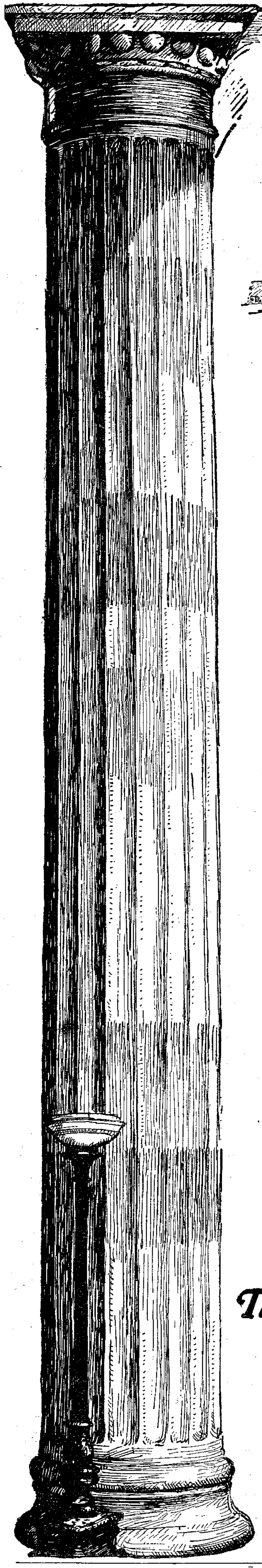
Oil produced in the United States in 1913 (barrels)	248,446,230
Oil produced in the United States in 1923 (barrels)	735,000,000
Per cent. of total production by Standard Oil in 1913	16.67
Per cent. of total production by Standard Oil in 1923	20
Estimated net assets Standard Oil of New Jersey	$925,000,000
Estimated net assets Royal Dutch-Shell	750,000,000
Estimated net assets Standard Oil of New Jersey before split-up	660,000,000
Capitalization former Standard Oil subsidiaries and owned companies now 20 times old New Jersey Company or	2,346,348,999
Legitimate investment in oil industry in 1911	2,750,000,000
Legitimate investment in oil industry in 1923	9,250,000,000
Standard Oil before dissolution controlled 85 per cent. of oil business.	
Standard Oil companies now control less than 50 per cent. of oil business.	

NOTE.—Standard of New Jersey alone to-day represents wealth exceeding total of capital and combined resources of all the Standard Oil companies disbanded in 1911.

WHEN UNITED STATES GOLD IS CHEAPER THAN PAPER CURRENCY

"UNDER the mistaken impression that United States gold coins would be exchanged abroad for the maximum value, many American travelers in Europe have risked confiscation at every frontier and danger of robbery and loss everywhere." And yet, continues Vice-President Herman Elenbogen of the Chicago West Side National Bank, "when actually exchanged in Poland, Germany, Austria and other countries, the gold was found to be lower in value than currency and very much lower in value than drafts or letters of credit." Mr. Elenbogen thus briefly states the reason for this strange condition, in an article in *The Bankers' Equipment-Service Bulletin* (Chicago):

> Most of the European countries have prohibited the exportation of gold, thereby making it impossible to pay commercial and governmental debts owing to the United States with United States gold coins. Again there is expense in express and insurance for transporting gold coins, which reduces its net exchange value as compared with other exchange media. For another thing, there is an interest loss in the use of gold coins which may be avoided by other means.
>
> And so there are many factors which combine to reduce the desirability and the demand for gold coins as international money. And this lessening of the demand, as in every commodity, operates to reduce the "price." And in the same way United States currency, letters of credit, exchange of bank credits and all other forms of exchange now in use are given a "market"—some rising to a premium, others falling to a discount.



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TIME is necessary for the creation of tradition. In this institution the practices, precepts and experiences of sixty years form the tradition which inspires the conduct of its staff. There has been no crystallization of experiences to hamper progress but rather the building of a background which gives guidance and freedom in meeting new situations.

Tradition calls the Continental and Commercial Banks to constructive service to business, to the upbuilding and protection of the forces of production and trade. It permeates the organization, gives vigor to the personality, influences the policy and fires the spirit—all to contribute to the extra measure of banking service normal to the institution.

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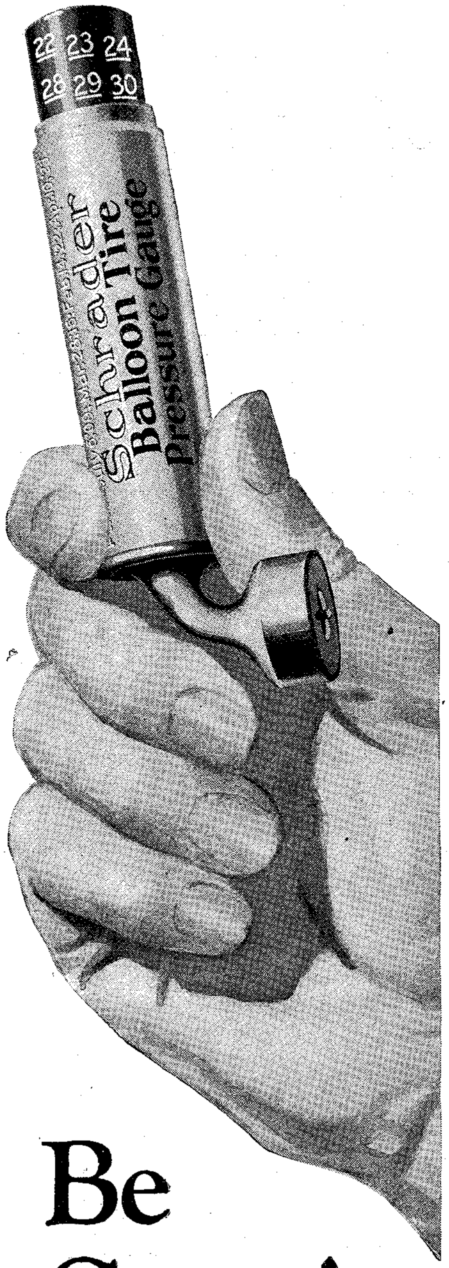

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CURRENT EVENTS

FOREIGN

May 27.—The Italian Parliament reorganizes with the election of Alfredo Rocco, Fascist, as president of the Chamber and Tommaso Tittoni as president of the Senate.

May 28.—President Ebert requests Chancellor Marx to form a new government. The Nationalists, it is reported, have agreed to accept the Dawes report and will be admitted into the Ministry.

May 29.—The Socialist Federation, the French section of the Workers' Internationale, adopts a resolution requesting its representatives in the French Parliament to withhold support from any Premier chosen by President Millerand.

The French Government announces its acceptance of the recent offer by John D. Rockefeller, Jr., to give $1,000,000 for the reconstruction of the roof of Rheims Cathedral, repairs to the fountains in the park of Versailles and the general reconditioning of Fontainebleau Palace and grounds.

Culver B. Chamberlain, American Vice-Consul at Canton, demands of Chinese authorities the release of the two American missionaries, R. P. Ray of Richmond and H. G. Miller of New York City, and their twenty-two companions, recently captured by pirates near Chenping on the Ho River.

Lieut. Pelletier d'Oisy, the French flyer, reaches Peking from Shanghai in a Chinese airplane loaned to him. The American destroyer *John Paul Jones* takes aboard at Hakadate, Japan, a spare airplane belonging to Major A. Stewart MacLaren, the British aviator, and will relay it to Major MacLaren in India.

May 30.—The Nationalists break with Chancellor Marx when he refuses their demands to obtain the restoration of German civil authority throughout the occupied territory and the return of those expelled by the occupational authorities.

The Council of Ambassadors notifies the German Government that the Allies intend to keep a firm hand on military control in Germany by maintaining the Commission of Control in all operation until the disarmament demands made in the Treaty of Versailles are executed.

May 31.—A Japanese commits suicide near the ruins of the American Embassy, destroyed in the Tokyo earthquake, as a protest against the Japanese exclusion clause in the American immigration law.

The collective damage suit brought against the German Government by 80,000 Belgians who were deported into Germany for forced labor during the war is dismissed by the mixed German arbitration tribunal at Geneva on the ground that the commission lacks jurisdiction.

June 1.—The Austrian Chancellor, Dr. Ignatz Seipel, is wounded by a railroad employee, Karl Jaworek, who then attempts suicide.

At a general conference the 307 deputies who form the Left Wing of the new Chamber of Deputies adopt a resolution demanding the resignation of President Millerand. The Poincaré Government formally comes to an end.

June 2.—An insurrection under the leadership of two deputies broke out in Scutari, Albania, on May 31, it is reported.

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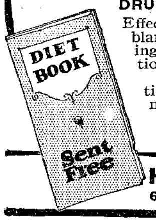

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June 3.—Chancellor Marx decides to continue in power with his present Cabinet, which contains Foreign Minister Stresemann and Interior Minister Jarres, about whom there has been much controversy.

A dispatch from Shanghai to London says that the Chinese bandits who recently seized two American missionaries and two Englishmen have offered to release Rex Ray of the Southern Baptist Mission and E. H. Card of Australia on condition that a large sum of money and rifles and ammunition be given them in ransom. R. A. Jaffray, Canadian head of the Christian Missionary Alliance of Wuchow, and Dr. H. G. Miller, an American attached to the same organization, are reported released.

DOMESTIC

May 27.—The Methodist Episcopal General Conference at Springfield, Massachusetts, lifts the ban on dancing and theater attendance, leaving it to the individual conscience to decide what amusements one may indulge in.

Carrying the Borah amendment for reports every ten days on political contributions during an election campaign, the postal salary increase bill is passed by the Senate by a vote of 73 to 3.

Government ownership and operation of Muscle Shoals is indorsed by the Senate Agriculture Committee after it rejects Henry Ford's bid.

Tornadoes kill 45 people in Alabama and Mississippi and injure 100, and cause much property damage.

May 28.—The House passes the Butler bill providing an appropriation of about $150,000,000 to restore the American Navy to equality with the British Navy, as provided in the Washington disarmament treaty. It is provided that the new construction shall not be undertaken until after July 1, 1927.

Charles S. Dewey of Chicago is appointed by President Coolidge to be Assistant Secretary of the Treasury, succeeding Garrard B. Winston, elevated to the Under-Secretaryship of the Treasury.

Two persons are reported killed and about 60 injured by a tornado at Wetumka, Oklahoma.

The House standing Committee on Alcoholic Liquor Traffic, which has been inactive for five years, orders an investigation of Prohibition enforcement.

May 30.—In a Memorial Day address at Arlington, Virginia, President Coolidge reiterates his approval of President Harding's plan to adhere to the World Court on certain conditions, but says that "any material changes which would not probably receive the consent of the many other nations would be impracticable."

An appropriation of $131,943,138 to meet the estimated cost of the soldiers' bonus until July 1, 1925, is proposed in a deficiency bill reported by the House Appropriations Committee. Other items bring the measure's total up to $158,196,417, or $1,898,408 less than budget estimates.

The death-rate in the United States and Canada in the first three months of 1924 is the lowest ever recorded, according to the Metropolitan Life Insurance Company's figures, based on data covering 15,000,000 persons.

May 31.—William Montgomery Brown, retired Protestant Episcopal Bishop of Arkansas, is found guilty of heresy by the unanimous vote of seven of his peers in the House of Bishops, sitting at Cleveland. Sentence is postponed

safeguarding the
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Last year the volume of life insurance in force in this country leaped about 25%. More people than ever before realized their obligation to safeguard the future of their families.

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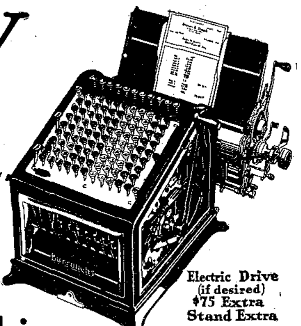

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CURRENT EVENTS

Continued

until October 14 to give Bishop Brown time to prepare an appeal.

A Japanese note protesting against the exclusion clause of the new immigration bill, delivered to Secretary Hughes by Ambassador Hanihara, says that the clause violates the treaty made between the two countries in 1911, that time enough has not been given to determine whether Japanese are assimilable to American life, and that Japan is unable to continue the undertakings of the "gentlemen's agreement."

June 1.—George F. Baker, New York banker, gives $5,000,000 to equip and finance the Harvard Graduate School of Business Administration.

Twenty-three persons, the majority of them children, are reported burned to death and forty others injured on the night of May 31, when the Hope Benevolent Home for mentally deficient girls at Playa del Rey, California, was destroyed.

June 2.—A bill carrying salary increases for postal employees, differing in many respects from the bill approved by the Senate, is passed by the House, and goes to conference with the Senate.

By a vote of 61 to 23 the Senate adopts the resolution to submit to the States a bill to amend the Constitution so as to permit Congress to limit, regulate and prohibit labor of persons under eighteen years of age.

June 2.—President Coolidge signs the tax bill, declaring, however, that some of its provisions "are not only unsatisfactory but are harmful to the future of the country," and that he will bend his efforts for a bill which will be "less political and more truly economic."

By a vote to 221 to 157 the House decides to adjourn on June 7.

June 3.—Ex-Representative Frank W. Mondell of Wyoming is selected permanent chairman of the Republican National Convention, to be held in Cleveland.

A liquor treaty similar to that concluded with Great Britain, Germany, Sweden and Norway is signed by the United States and Italy.

Three bills abolishing secrecy and the mask in Louisiana are passed by the Louisiana House.

The Senate, by a vote of 53 to 36, passes the House joint resolution under which Congress will adjourn on June 7.

Preparing for Election.—They now are manufacturing a paper for printing that will not burn. This will enable editors to express their real opinions on a lot of subjects that they didn't dare put on the old-fashioned or garden variety of news print.
—*Cincinnati Enquirer.*

True Elegance.—"What a topping get-up!"

"Do you like it?"

"Oh, my dear, I simply love it. It's just too hideously fashionable for words!"
—*Bystander (London).*

Nuts for Two.—PHYLLIS—"I had such a lovely nut sundae."

FRANCES—"I have one calling to-night."
—*London Mail.*

MAKES THE DEAF HEAR

Remarkable Invention Enables the Deaf to Hear All Sounds Clearly.

Everyone who is troubled with deafness in any form will be interested in the announcement of the Dictograph Products Corporation, Suite 1301 N, No. 220 West 42nd Street, New York, that they have at last perfected a device which will enable many whose auditory nerve is not entirely destroyed to hear as perfectly as one whose hearing is normal. To test it thoroughly they sent it to a number of people who have been deaf for years and they report most gratifying results. Many state that they hear the slightest sound with perfect ease and that their natural hearing has been greatly improved. The manufacturers are so proud of their achievement and so confident that every deaf person will be amazed and delighted with it, that they offer to send it to anyone by prepaid parcel post on ten days' free trial. They do not ship C. O. D., nor do they require any deposit, but send it entirely at their own risk and expense, allowing the user ten full days to try and decide whether they want to keep it or not. As there is no obligation whatever, everyone who is troubled with deafness in any form should take advantage of this liberal free trial offer. Just send them your name and address for descriptive literature and free trial request blank.—*Adv*

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BOYOGRAPHIES

"Am I going to make this vacation count?" asks Junior Salesman Charles Gates—"well, just watch my record." For quite a while Charles has been playing the game of business by building up a route of customers for The Literary Digest. Now that school is over for the season, he means to increase both his enjoyment and his earnings.

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THE LEXICOGRAPHER'S EASY CHAIR

To decide questions concerning the correct use of words for this column, the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

beautiful, fine, handsome, pretty.—"H. K.," Kobe, Japan.—Altho fate has decreed that these words shall be used indiscriminately one for the other when applied to the feminine sex, yet no three words can be more different. A *beautiful* woman may be an object of admiration; a *handsome* woman, of wonder; and a *pretty* one, of love. A *beautiful* woman is one of delicate mold, whose features are regularly formed, tall, graceful, and well-shaped. In other words, a woman is *beautiful* when she possesses in feature and complexion an assemblage of graces. A *fine* woman is one of striking figure; a *handsome* woman is one of fine features combined with striking figure. *Fine* is associated with a certain grandeur of form and is not compatible with anything that is small. A little woman can never be *fine*, but she may be *pretty*. In romance, women are described as *beautiful* or *handsome;* in poetry, the shepherdesses are represented as *pretty.*

Beauty is peculiarly a feminine perfection. In the male sex it is a defect. A man may be *fine* or *handsome* and a woman *beautiful* or *pretty*. *Handsome* conveys the idea of that which is agreeable in appearance to the understanding and to the moral feeling from its fitness and propriety. It is applied also to circumstances and to actions. The *beautiful* is determined by fixed rule. It admits of no defect and embraces proportion, regularity, correct distribution of color, and all particulars that engage attention. A woman may be *handsome* and not *pretty; pretty* and not *handsome;* but to be *beautiful* she must be both *pretty* and *handsome*. Some *handsome* women have forbidding countenances. A *beautiful* woman is not met every day.

When we speak of concrete things, we say a *beautiful* palace; a *handsome* house; a *pretty* cottage. *Beautiful* relates to something more serious and engaging; *pretty* to things that are somewhat more gay and diverting. We speak of a *beautiful* poem, a *fine* tragedy, a *pretty* comedy, but not as formerly of a *beautiful* tragedy.

bequeath, devise.—"L. S.," Nelson, B. C., Canada.—*Bequeath* signifies to give to a person by word of mouth; *devise*, designates the division of goods by testimony. These verbs equally denote giving at the end of life. We *bequeath* goods; we *devise* land. Men *bequeath* legacies as tokens of friendship; they seldom *devise* property but to relations. *Devise* in English law is a gift of freehold land or such rights as arise out of or are connected with the land, and as such is real property. A gift by will of personal property is a *bequest.*

big, great, large.—"B. W.," Montclair, N. J.—The word *great* is a general term and signifies anything considerable either in bulk, extent, quality, number, etc. Thus, we say a *great* house; a *great* load; a *great* weight; a *great* many; a *great* famine; *great* happiness or *great* grief. The words *big* and *large* are more circumscribed. *Big* implies greatness of bulk; *large* greatness of extent. Thus, we say a *big* man; a *big* stone; but a *large* room; a *large* field. To speak of a *large* man is as great an impropriety as to speak of a *big* field.

bus, buses, busses, omnibus, omnibuses, etc.—"C. C. C., "Cincinnati, Ohio.—The plural form *busses* recorded by Funk & Wagnalls *New Standard Dictionary* was placed there because sanctioned by usage. It violates the principle that words ending in *-us* take *-es* in forming the plural. *Cactus*, for instance, in the plural more often is *cactuses* than *cacti*. The word *omnibus* forms its plural by the addition of *-es*. The fact that for the sake of convenience we abbreviate this word to *bus* does not justify any variation of the rule for forming the plural in its full form.

The *Standard Dictionary* prefers *incubuses* to *incubi*. The rules for the formation of plurals are given in the *Standard Dictionary* on pages 1907 and 1908. Of nouns ending in *-us*, a few have no plural; as, *asparagus, calamus, mucus;* some have only the Latin plural that usually changes *us* to *i;* as, *alumnus, alumni; calculus, calculi*, etc.; but those that have become English words form the plural regularly by adding *es;* as, *chorus, choruses; apparatus, apparatuses; circus, circuses; fetus, fetuses; surplus, surpluses*, etc.

The first form of plural for the abbreviation *bus* is found in an article in *Belgravia*, a magazine of 1851, in which the word was spelled *busses*, but when first abbreviated the word was printed *buss* (see *Weal and Woe* by Harriet Martineau, 1832, and Fraser's Magazine, vol. xvi, p. 680; 1837). The single *s* form, which should have been the earlier form, was introduced by Barham in the *Ingoldsby Legends* in 1845, and it has been in use subsequently by various writers. For the form *busses* there is no logical explanation except that suggested above—that the word was miscontracted *buss* by the person who first used it—the error being repeated by others, and thus it grew like "Topsy," perhaps to become a fixed form.

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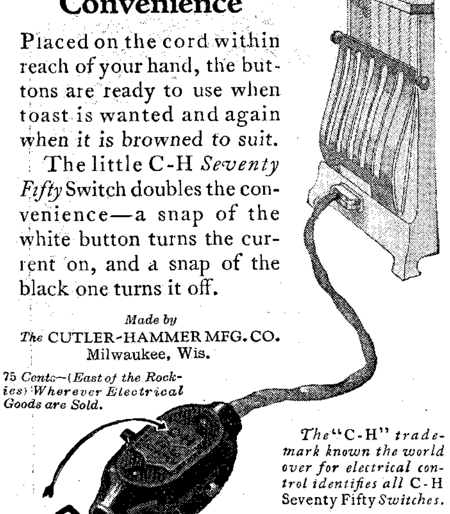

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THE SPICE OF LIFE

Honk.—While you were reading this, Henry Ford made ten dollars.—*Lampoon.*

Her Accomplishment.—"My daughter's very clever. She's learned to play the piano in no time."

"Yes, I've noticed she does."—*London Punch.*

Better After than Before.—"But, darling, don't you want to marry a man who is economical?"

"I suppose so; but it's awful being engaged to one."—*Flamingo.*

Two Young Men of Oregon.—Their arms hang listlessly from their shoulders, when they are at ease, and the long, strong hands dangle straight to the ground.—*From a news item in the Portland Press Herald.*

One Drawback.—MUSICIAN (doing badly)—"Ah, gentlemen, if we all 'ad our rights, I should be ridin' in me own carriage as I 'ave done before."

SKEPTIC—"Yus, but your poor old mother couldn't push you now!"—*London Humorist.*

How It's Done.—"Do you," the telephone company inquires, "observe the golden rule of party-line usage?"

Absolutely; if the other party's talking, we jiggle the receiver hook and make wise cracks until he gets discouraged and quits. —*Buffalo Express.*

A Professional.—A campaigner was constantly interrupted by a man in the crowd, who kept shouting out, "Liar!" After about the twentieth repetition, the speaker paused and fixt his eyes on his tormentor. "If the gentleman who persists in interrupting," he said, "will be good enough to tell us his name instead of merely shouting out his calling, I am sure we shall all be pleased to make his acquaintance."—*Christian Register.*

Reasonable.—The bus was making its early-morning trip to connect with the train on a branch line in Mississippi. It was filled with half-awake passengers, with the exception of one very talkative traveling salesman. Failing to start the usual conversation, he turned to the negro driver.

"Sambo," he said, "why in thunder did they put this station so far from the town?"

"Don't know, boss," said the sleepy negro, "cep'in' it is dey wants it on de railroad."—*Everybody's.*

Trying Him Out.—An East Side pantsmaker who has become quite a figure in the movie-producing world was recently selecting a chief for his scenario staff. The producer insisted that the successful applicant must be a college graduate. He looked with favor upon one applicant and asked if he had had a college education. He received an affirmative reply.

"Show your diploma," demanded the producer. The applicant tried to explain that it was not customary for college graduates to carry diplomas around with them.

"Well, then," demanded the producer, with just a slight sneer, "say me a big woid."—*St. Louis Globe-Democrat.*

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